



RE-ROUTE THE ROUTE



ECONOMIC IMPACT



Texas Central touts the economic benefits of its planned high-speed rail, but location is everything – and the proposed route misses the mark.

The Houston station, unlike the Dallas one, is far from downtown – instead, it's by Northwest Mall, with no easy access to light rail connections, airports, or even the Northwest Transit Center. High-speed rail commuters will find themselves needing to arrange for other transportation to get them most places in the city, including the economic heart of downtown where business and tourism are primarily located.

Furthermore, the rail doesn't follow I-45, and the only stop between Houston and Dallas is slated for Grimes County, which is still roughly 30 minutes from Texas A&M and the Bryan-College Station area.

Any economic growth from this project would be stunted by **lack of accessibility** and the **additional time needed for subsequent transit options**, which could make driving down the interstate - or even flying - a more viable choice.

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