

Interagency Transportation Report RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR February 2019

Regional Transportation Council (RTC)

LIRAP Program Ending. The Low Income Repair and Replacement Assistance Program (LIRAP), also known as the AirCheck Texas Vehicle Repair and Replacement Program in North Texas, will be winding down over the next few months. Funding for the program was vetoed by the Governor after the last legislative session and local counties are no longer assessing the fee that supported the program. One of the RTC's legislative priorities is to update and modernize the program with an increased emphasis on using the funds for Local Initiative Projects (LIP) that improve air quality.

Performance Measures: Roadway Safety and Transit Asset Management Targets. The federal FAST Act requires the RTC to adopt a series of performance targets related to the region's transportation system. The "Roadway Safety" and "Transit Asset Management" performance measures were first adopted in December 2017 and were updated by the RTC at their February meeting.

The RTC affirmed TxDOT's safety performance targets which included a 2% reduction by 2022 in fatality and injury rates. The action also recognized the RTC's aspirational goal that "even one death on the transportation system is unacceptable, and that staff will work with partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel."

NCTCOG worked with local transit agencies on the transit asset management goals. The approved targets simply state that the goal is to have 0% of transit capital assets (transit vehicles, rail track, etc.) operating beyond their "useful life benchmarks."

INFRA Grant Applications. The RTC approved a recommendation to submit three applications for the 2019 Infrastructure for Rebuilding America (INFRA) discretionary grant program. Due to the tight timeframe from the program announcement on December 21st to the application deadline on March 4th, there was not an opportunity for the RTC to review the recommended projects over two meetings. NCTCOG staff coordinated with TxDOT and local public transportation providers to identify three projects:

- IH 30 Lake Ray Hubbard Bridge – build 3-lane frontage roads in each direction between Dalrock Road and Horizon to complete the full 4-mile Lake Ray Hubbard crossing (\$214 million).
- Substandard Bridge Replacement – replace the 14 bridges in the TxDOT Dallas District that are currently rated as substandard (\$190 million).
- TRE and BNSF Railroad Enhancements – Replace bridges and add double tracking for sections of the Trinity Railway Express (TRE) and Burlington Northern (BNSF) lines in Dallas and Irving to improve reliability and capacity for passenger transit and freight services (\$105 million).

Unmanned Aircraft Taskforce. NCTCOG has established a taskforce to develop recommendations to promote and accelerate integration of unmanned aircraft systems (UAS) into the region. The multi-agency effort is focused on four work areas: education and public

awareness, legislation, training, and integration. The City of Dallas has five staff members involved in the UAS Task Force representing the Transportation, Police and Aviation Departments.

Texas Department of Transportation (TxDOT)

Texas Transportation Plan 2050. The state is updating its long-range multimodal statewide transportation plan, called the Texas Transportation Plan 2050 (TTP 2050). The last plan, TTP 2040, was adopted in 2015. Several aspects of the planning process have been highlighted in promotional materials:

- **People-focused outreach:** Two rounds of meetings throughout the state, online review of planning materials, and other opportunities for stakeholder and public feedback.
- **Staying accountable to Texans:** Update goals, objectives and performance measures.
- **Reviewing current conditions:** Snapshot of the existing transportation system.
- **Estimating costs:** Updated analysis of forecasted needs for each mode.
- **Putting our dollars to work:** Description of funding sources and forecasted revenues.
- **Looking toward the future:** Plan for incorporating emerging transportation technologies (e.g., automated vehicles, shared-ride).

TxDOT is currently holding 14 public meetings around the state to provide an overview of the planning process and gather initial input for the plan. The process calls for a second round of public meetings this summer, development of a draft plan by the fall, and Texas Transportation Commission adoption by the end of the year. The first Dallas-Fort Worth area meeting was held Thursday, February 21st at the North Central Texas Council of Governments.

An online survey is available at <https://www.surveymonkey.com/r/TTP2050>.

Transportation Alternatives Set Aside Program 2019. TxDOT opened a call for projects on February 8th for the Transportation Alternatives Set-Aside program. The City of Dallas is eligible to submit project applications for the “Safe Routes to School” (SRTS) portion of this call for projects. SRTS projects can include both infrastructure elements (e.g. sidewalk improvements, pedestrian/bicycle crossing improvements, on-street bicycle facilities, traffic calming measures) and non-infrastructure activities (public awareness campaigns, education, enforcement). Projects must be located within two miles of a K-8 grade school. A workshop was held at NCTCOG on February 20th to outline program requirements. The deadline to submit preliminary applications for TxDOT review is April 12th. Final applications will be due on August 15th.

TxDOT Dallas District Projects. The TxDOT Dallas District is now compiling quarterly summary information on all their active projects in three categories: planning, design and construction. The “Winter 2019” reports for design and construction projects in Dallas County are attached to this report.

North Texas Tollway Authority (NTTA)

NTTA Promotes #999 Over Super Bowl Weekend. The NTTA used radio, billboards, social media and their customer e-newsletter over Super Bowl weekend to promote use of #999 to reach “Roadside Safety Services” for non-emergency assistance. They used electronic message boards for Super Bowl themed messages like “If a Ram Interferes with your Car – Dial #999” and “Tire Flat as a Patriots Football – Dial #999”. Roadside Safety Services teams are available 24/7 to help stranded motorists, provide protection at incident scenes and assist

during regional emergencies on tollways. NTTA reported that the promotion resulted in a measurable increase in service calls!

NTTA Sam Rayburn Tollway 4th Lane Project Update. Construction began on January 2nd to add an additional lane in each direction in the median of the 26-mile tollway between Denton Tap Road in Coppell and U.S. 75 in McKinney. The project should be completed in late 2021.

Dallas Area Rapid Transit (DART)

DART Board Retreat. The DART Board retreat was held on February 1st and 2nd at the Omni Mandalay in Las Colinas. The Board had briefings and discussions on four major topics:

- DART's Role in Providing Mobility Services within the Service Area and Meeting Regional Needs in North Texas. This included a discussion of DART's Board Policy III.07 which addresses the extent to which DART will contract to provide services outside its service area and how outside communities become members of DART.
- Fare Structure Ideas and Strategies. This focused on the Board's continuing discussion on expanding the availability of discount fares for low-income persons. The strategies discussed would be structured so that total farebox revenue would not be affected.
- Mobility as a Service (MaaS) - Building and Maintaining Ridership. This was an extensive presentation on national and local trends on declining bus ridership, and how DART can address these challenges through bus route system improvements, better technology and communication tools, and enhanced security/passenger amenities.
- Presentation by Jarrett Walker. Mr. Walker is one of the foremost experts in transit planning and was one of the architects of the Houston bus route improvement program.

Board Approves Plan to Double-Track the Cotton Belt. On February 12th, the DART Board approved a proposal to increase the design-build contract for the Cotton Belt rail line to complete double-tracking for the entire length of the corridor. The initial contract only included double-tracking where it was necessary to facilitate train scheduling. The extra funding capacity became available because DART was able to secure a federal loan for the project at a lower than expected interest rate. Completion of double-tracking now means that neighborhoods along the corridor won't be disrupted with track construction at a future date.

Dallas Regional Mobility Coalition (DRMC)

The **February meeting of the DRMC** was a joint meeting with the Tarrant Regional Transportation Coalition (TRTC) on February 15th in Irving. Since the guest speaker, Chris Wallace, CEO of the North Texas Commission, was unexpectedly delayed, there was additional time for Drew Campbell and Vic Suhm, Executive Directors of the two regional coalitions, to share their insights on the current state legislative session.

Dallas Council member Adam McGough shared about his 10-year-old son's initiative to promote safety on Texas highways. It has been 19 years since the state has had a single day without a roadway fatality. Cooper McGough has been targeting February 20th as a day for all Texans to focus on safety and "end the streak" of daily fatalities. He has stressed five key principles: (1) watch your speed, (2) always buckle up, (3) yield and pray, (4) never drive drunk, and (5)

eliminate distractions. Whether the streak ends on February 20th or not, roadway safety should always be one of the top transportation priorities.

DFW International Airport (DFW)

New Board Members and Election of Officers. Following the appointment in December by the Dallas City Council, the DFW Airport Board welcomed and swore in new Board member Mario Quintanilla at their February meeting. The Board voted William Meadows, Matrice Ellis-Kirk, and Henry Borbolla to continue serving as chair, vice-chair, and secretary, respectively. New Dallas-appointed Board member Benjamin Leal will be sworn in at the March meeting, due to a scheduling conflict. Additionally, the City of Fort Worth has appointed Vernon Evans to the Board – he will assume the place being vacated by Board member Lillie Biggins in April.

Federal Officials Recognized at Board Meeting. The Board presented a special recognition to the federal agencies that continued to work during the lapse in federal appropriations. The document, signed by all members of the Dallas and Fort Worth City Councils and the Airport Board, thanks the agencies and their employees for showing dedication and professionalism during the five-week period without a paycheck. Representatives from the Transportation Security Administration, Customs and Border Protection, and the Federal Aviation Administration received the special recognition and thanked the Board and the City Councils for their support.

High Speed Rail (HSR)

California High Speed Rail Versus Texas High Speed Rail. California Governor Gavin Newsom recently announced that the California high speed rail project will only be proceeding for the segment servicing the Central Valley, abandoning the original plans to connect Los Angeles to San Francisco via high-speed train service. Texas Central Partners issued a news release contrasting the physical and institutional differences between the California project and their Texas project connecting Dallas and Houston.

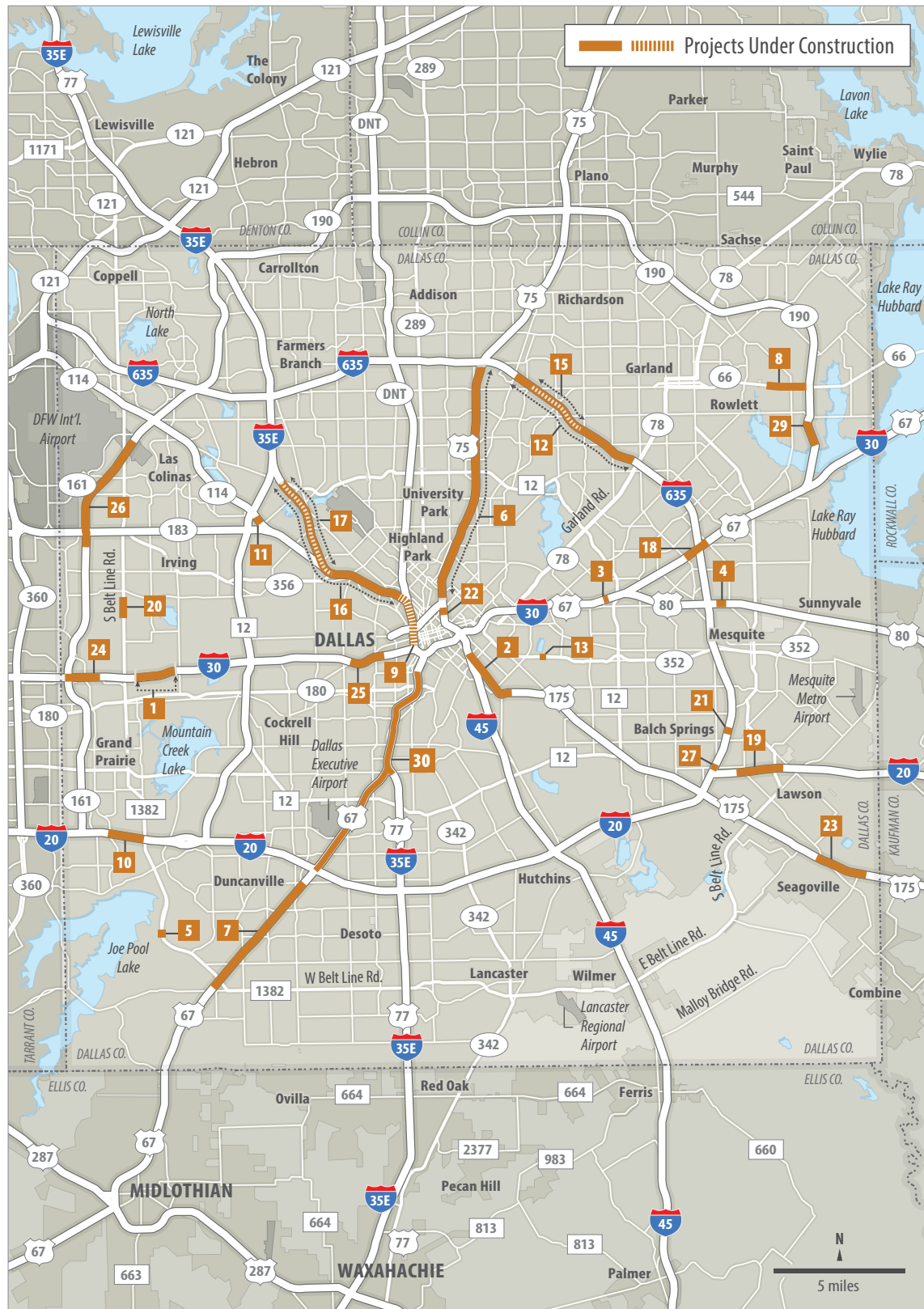
The 520-mile California project is a public agency project that has broader public objectives beyond connecting the major urban centers of California – e.g., linking through the Central Valley area. The full California project was recently estimated to cost up to \$98 billion with over \$20 billion allocated to tunnels linking the Central Valley to San Jose and Los Angeles.

The 240-mile Texas HSR project is a private sector investor-driven project that was chosen after evaluating many potential routes across the country. It will not use public funding for construction or operations and its total cost is less than the \$20 billion needed to build the California tunnels.

A project comparison provided by Texas Central Partners is attached to this report.

2018 HIGHWAY PROJECTS: DALLAS COUNTY CONSTRUCTION PROJECTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



DALLAS COUNTY PROJECTS UNDER CONSTRUCTION

#	CSJ	Hwy	Project Limits	Description	Letting	Start/End	Contractor	Est. Cost	% Complete
1	1068-04-122	I-30	From Belt Line Rd. to MacArthur Blvd.	Construct 3-lane frontage road	Dec-2015	Jul-2016/ Feb-2019	Haydon Central, LLC	\$25.2 M	88%
2	0197-02-122	US 175	From I-45 to E of Bexar St.	Extend US 175; recon SM Wright/SH 310	Feb-2016	Jun-2016/ Dec-2019	Webber, LLC	\$103.9 M	78%
3	0009-11-233	I-30	At St. Francis	Construct pedestrian bridge	Jul-2016	May-2017/ Jan-2019	Rama Enterprises, LLC	\$2.3 M	90%
4	0095-02-102	US 80	I-635 from S of Gross Rd. to US 80; US 80 from Gus Thomasson to Galloway	Ramp mods and additional lane on FR	Jul-2016	Nov-2016/ Dec-2019	Sterling Delaware Holding Co., Inc.	\$10.4 M	98%
5	1047-03-070	FM 1382	At Cedar Hill State Park Spine Rd.	Install traffic signal; hike/bike trails	Jul-2016	Mar-2017/ Jan-2019	FNH Constr., LLC	\$6 M	84%
6	0047-07-229	US 75	From SP 366 (Woodall Rodgers Frwy.) to I-635	Landscape development	Aug-2016	Nov-2016/May-2019	DBI Services, LLC	\$0.8 M	98%
7	0261-02-074	US 67	From Belt Line Rd. to Wheatland Rd.	Widen frwy. from 4-lanes to 6-lanes	May-2017	Sep-2017/ Sep-2019	Flatiron Contr., Inc.	\$59 M	45%
8	0009-03-045	SH 66	From Western City Limits of Rowlett to Heritage Pkwy.	Landscape enhancement	Jun-2017	Aug-2017/Aug-2019	AALC, Inc.	\$1.8 M	90%
9	0196-03-268	I-35E	From I-30 to N of Oak Lawn Ave.	Reconstruct 2-lane FR and interchanges	Jun-2017	Oct-2017/ Sep-2020	Balfour Beatty Infrastructure, Inc.	\$78.8 M	40%
10	2374-04-049	I-20	From W of Carrier Pkwy. to FM 1382 (Belt Line Rd.)	Construct 6-lane frontage roads and ramp mods	Jun-2017	Jan-2018/ Dec-2020	Fluor Heavy Civil, LLC	\$54.2 M	35%
11	0353-06-057	SH 114	At Texas Plaza in the City of Irving	Construct 0 to 4-ln signature bridge	Jul-2017	Mar-2018/ Sep-2019	Webber, LLC	\$39.5 M	40%
12	2374-01-187	I-635	From SH 78 to Greenville Ave.	Improve guardrail	Jul-2017	Nov-2017/Jan-2019	SJ & J Constr., LLC	\$3.5 M	97%
13	0918-45-757	CS	From 2nd Ave. to White Rock Creek	Replace bridge and approaches	Aug-2017	Dec-2017/ Jun-2019	Sema Constr., Inc.	\$2.8 M	70%
14	0918-47-114*	VA	Various locations on state highways in Dallas County	Construct curb ramps in Northeast Dallas Co. in Cities of Dallas and Mesquite	Aug-2017	Oct-2017/Aug-2019	Highway 19 Constr. LLC	\$2.7 M	85%
15	2374-01-180	I-635	East of Abrams Rd. to west of Plano Rd.	Construct noise walls at various locations	Nov-2017	May-2018/ May-2019	Austin Bridge & Road Services, LP	\$11.8 M	30%
16	0196-03-262	I-35E	North of Oak Lawn to S of Common Wealth Dr.	Slope failure repairs	Mar-2018	Jun-2018/ Feb-2019	Sema Constr., Inc.	\$6.4 M	44%
17	0196-03-276	I-35E	South of Common Wealth Dr. to SS 348	Slope failure repairs	Mar-2018	Jun-2018/ Feb-2019	Altus Constr., LLC	\$6 M	58%
18	0009-11-244	I-30	W of Gus Thomasson Rd. to E of North Galloway Ave.	Full depth concrete pavement mainlanes	Apr-2018	Jul-2018/Jun-2019	Ed Bell Constr. Co.	\$2.1 M	0%
19	0095-13-040	I-20	At Seagoville Rd.; At S Belt Line Rd.	Landscape treatment of ROW and medians	May-2018	Sep-2018/Oct-2019	Central N. Constr., LLC	\$3.2 M	21%
20	0918-47-176	CS	On Belt Line Rd. from Dry Branch to Bear Creek	Drainage improvements	May-2018	Jul-2018/Aug-2019	T. K. West Group LLC	\$3 M	25%
21	2374-02-143	I-635	At Quail Dr.	Pedestrian improvements	May-2018	Sep-2018/Jan-2019	New World Contracting, LLC	\$0.35 M	42%
22	0092-14-093	I-345	At Ross Ave.	Bridge deck repair and abutment	Jun-2018	TBD/May-2019	Ragle Constr., Inc.	\$0.9 M	0%
23	0197-02-121	US 175	From Seagoville Rd. to Malloy Bridge Rd.	Slope failure repair	Jun-2018	Oct-2018/Aug-2019	Austin Bridge & Road Services, LP	\$11.4 M	17%
24	1068-04-119	I-30	SH 161 to NW 7th St. in Grand Prairie	Construct 0 to 4 frontage roads	Jun-2018	Oct-2018/Nov-2020	Sema Constr., Inc.	\$37.8 M	3%
25	1068-04-174	I-30	Fort Worth Ave. to East of Sylvan Ave.	Replace permeable friction course	Jun-2018	Sep-2018/May-2019	Foutsco Paving Co., LLC	\$1.9 M	20%
26	2964-01-148	SH 161	S of SH 183 to N of Belt Line Rd.	Widen & constr. 4 to 8 GPL (6-lanes peak travel)	Jun-2018	Oct-2018/Jun-2020	J. D. Abrams, L.P.	\$20.1 M	10%
27	2374-02-147	I-635	At Seagoville Rd.	Replace bridge deck	Jul-2018	TBD/Jun-2019	Sema Constr., Inc.	\$9.2 M	0%
28	0918-47-115*	VA	Various locations on state highways in Dallas County	Construct curb ramps and sideways	Sep-2018	Nov-2018/Nov-2019	Highway 19 Constr. LLC	\$2.2 M	0%
29	2964-06-025	SH 190	N of Lake Ray Hubbard to S of Miller Rd.	Install noise barrier on frontage road	Oct-2018	TBD/Feb-2019	Select Stripping, LLC	\$1.7 M	0%
30	0442-02-088	I-35E/ US 67 (TSG)	From 8th St. to US 67; US 67 from I-35E to I-20	Widen highway and add reversible non-tolled express lanes	----	2021	Pegasus Link Constructors, LLC	\$666 M	----

ESTIMATED TOTAL **\$1.2 B**

*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

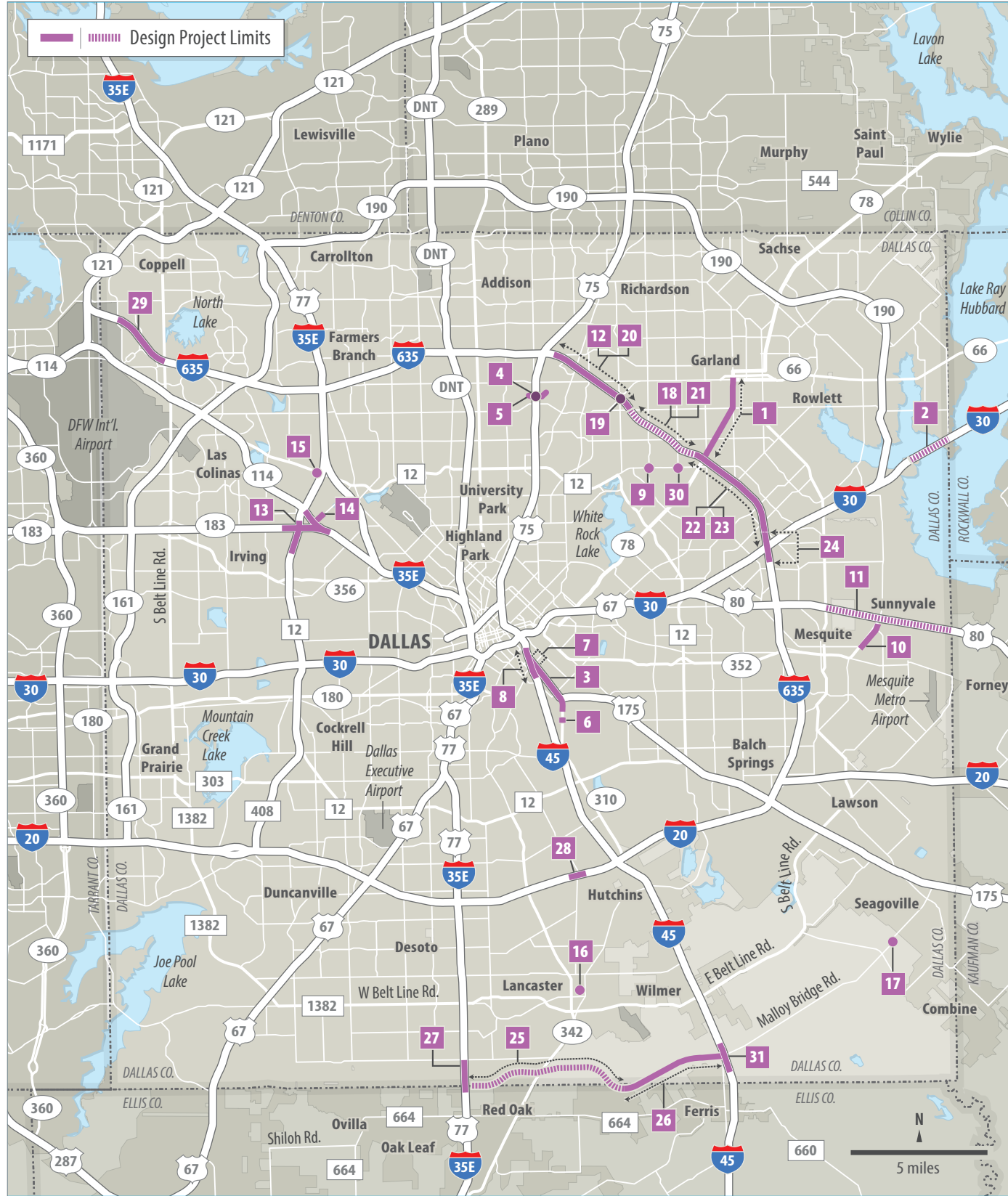


CONTACT INFORMATION

Donna Huerta Simmons – Public Information Officer • (214) 320-4404 • Donna.Simmons@txdot.gov

NOTICE: This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of the data as of winter Q1 2019.

TxDOT graphic



SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS COUNTY DESIGN PROJECTS (WINTER Q1 2019)							
#	CSJ	Hwy	Project Limits	Description	Est. Let	Est. Cost	Funding Status
1	0009-02-040	SH 78	In Garland from I-635 to Forest Ln.	Traffic signals and intersection improvement	Mar-2019	\$3.2 M	Funded
2	0009-11-241	I-30	Bass Pro Dr. to Dalrock Rd.	Construct 0 to 6 lane FRs, Bayside Bridge, & ramp modifications; reconstruct Dalrock interchange	Mar-2021	\$119.1 M	Funded
3	0092-01-052	US 175	South of Budd St. to I-45	Reconstruct freeway to 6 lane divided arterial	Jun-2019	\$38.9 M	Funded
4	0047-07-228	US 75	At Northaven Rd.	Construct bike/pedestrian bridge over US 75	Jun-2021	\$6 M	Funded
5	0918-47-242	CS	Northaven Rd. to White Rock Creek TR/ Cottonwood TR	Construct bicycle/pedestrian trail, bridge and approaches	Jun-2021	\$8.3 M	TBD
6	0092-01-057	SH 310	At Lamar St. and Union Pacific RR	Replace bridge and approaches	Jun-2021	\$25.2 M	Unfunded
7	0092-01-059	SH 310	Pennsylvania Ave. to N of Al Lipscomb Way	Reconstruct I-45 and SM Wright Interchange	Jun-2019	\$9.6 M	Funded
8	0092-14-088	I-45	Lenway St. to Good Latimer	Reconstruct I-45 and SM Wright Interchange	Jun-2019	\$24.3 M	Funded
9	0353-05-089	SS 244	Northwest Highway at Plano Rd.	Traffic signal and pedestrian improvements	Mar-2019	\$0.4 M	Funded
10	0430-01-057	SH 352	North of Kearney St. to US 80 EB frontage road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway	Mar-2020	\$8.7 M	Funded
11	0095-02-096	US 80	Belt Line Rd. to Lawson Rd. (Dallas/ Kaufman County Line)	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous FRs	Sep-2022	\$182.8 M	Partially
12	2374-01-183	I-635	East of US 75 to Miller Road	Widen 8 to 10 GP lanes and reconstruct 4/8 discont. to 4/6 continuous FRs	Jul-2019	\$386 M	Funded
13	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	Jul-2019	\$210.0 M	Funded
14	0094-03-060	SS 482	AT SH 114 & SH 183	Reconstruct Interchange (Phase 2)	Jul-2019	\$210 M	TBD
15	0581-02-148	SL 12	SB Interstate 35E Frontage Rd. to Spur 348	Install advance warnings signs and chevrons, modernize bridge rail and approach guardrail, profile edge line markings	Jun-2019	\$0.9 M	Funded
16	0918-47-062	CS	On Third St. at Keller Branch to City of Lancaster	Replace bridge and approaches	Apr-2019	\$0.7 M	Unfunded
17	0918-47-148	CS	Malloy Bridge Rd. at Parsons Slough	Replace bridge and approaches	Jan-2021	\$0.8 M	Unfunded
18	2374-01-137	I-635	From Miller Rd. to West of the KCS RR (west of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 4/6 continuous frontage roads	Jul-2019	\$230.2 M	Unfunded
19	2374-01-171	I-635	At Skillman/Audelia interchange	Interchange improvements	Jul-2019	\$69.4 M	Funded
20	2374-01-190	I-635	East of US 75 to Miller Rd.	Reconstruct and widen 2 to 4 concurrent HOV managed lanes	Jul-2019	\$51 M	Funded
21	2374-01-191	I-635	From Miller Rd. to West of the KCS RR (west of SH 78)	Reconstruct freeway and frontage roads. Add gen. purpose main lanes and collector-distributor lanes	Jul-2019	\$35.7 M	Funded
22	2374-02-053	I-635	From west of the KCS RR (west of SH 78) to I-30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to [4/6 continuous frontage roads	Jul-2019	\$215 M	Funded
23	2374-02-152	I-635	From west of the KCS RR (west of SH 78) to I-30	Reconstruct and widen 2 to 4 concurrent HOV managed lanes	Jul-2019	\$186.1 M	Funded
24	2374-02-153	I-635	At I-30	Reconstruct interchange	Jul-2019	\$153.6 M	Funded
25	2964-10-008	SL 9	I-35E to Dallas/Ellis County line	Construct 0 to 2 lane frontage roads (Ultimate 6)	Mar-2022	\$39.5 M	Unfunded
26	2964-10-009	SL 9	Ellis/Dallas County Line to I-45	Construct 0 to 2 lane frontage roads (Ultimate 6)	Mar-2022	\$53.5 M	Unfunded
27	0442-02-162	I-35E	Ellis County Line to Bear Creek Road	Construct Interchange at Loop 9 and I-35E	Sep-2022	\$8.7 M	TBD
28	2374-03-074	I-20	At Bonnie View Road	Improve approach, widen bridge to add turn lanes	Feb-2026	\$2.4 M	TBD
29	2374-07-063	I-635	Royal Lane to West of Belt Line Road	Construct 0 to 2 lane wb frontage road and ramp modifications	Aug-2023	\$19.3 M	TBD
30	0353-05-090	SS 244	On Northwest Highway	Traffic signal and pedestrian improvements	Mar-2019	\$0.4 M	TBD
31	0092-02-130	I-45	At Loop 9	Reconstruct existing 2-lane SB FR and Ramp Modifications	Sep-2022	\$2.2 M	TBD
ESTIMATED TOTAL						\$2.3 B	

SOURCE: Texas Department of Transportation.

TxDOT graphic

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

CONTACT INFORMATION
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LEADING THE TEXAS WAY

Texas Central Railroad vs. California High Speed Rail

High-speed train projects are underway in Texas and California. The Texas Central Railroad is taking a fundamentally different approach to bringing a train to the 240-mile corridor between Houston and North Texas.

CALIFORNIA

- \$64 billion estimated costs
- Led by state-funded authority
- Funded by government grants
 - Risk borne by taxpayers



TEXAS

- ✓ \$12 billion estimated civil infrastructure cost
- ✓ Led by entrepreneurs
- ✓ 100% investor-owned
- ✓ Risk borne by investors and lenders

- San Francisco – Los Angeles/Anaheim
 - 520 Mile Length (Phase 1)
 - Less than 3 hours travel time



- ✓ North Texas – Brazos Valley – Houston
- ✓ 240 Mile Length
- ✓ Less than 90 Minute travel time

- Grantor of \$3.4 billion in federal funds
 - Lead federal agency for NEPA (EIS) preparation
 - Ensures compliance with existing safety regulations and provides ongoing safety oversight



- ✓ Lead federal agency for NEPA (EIS) preparation
- ✓ Approves safety regulations specific to the operating environment and system deployed in Texas and provides ongoing safety oversight

- Federal, state, and local dollars fund the project
- Project viability and success largely measured by “public good”



- ✓ Investor-owned infrastructure developed without government grants or operational subsidies
- ✓ Addresses pent-up market demand through data-based selection process without the use of government grants

- 15 proposed stations
- Service plan, routes and station locations subject to political considerations



- ✓ 3 proposed stations
- ✓ Market research determines route, adjacent infrastructure rights of way, service plan and station locations, subsequent decisions based on consumer demand



LEADING THE TEXAS WAY (cont.)

Texas Central Railroad vs. California High-Speed Rail

CALIFORNIA

TEXAS

- Technology to be selected during construction
- Portions of alignment to be shared with slower passenger and freight trains
 - Based on technology selected, operating speeds will vary widely



- ✓ Shinkansen technology is lightest, safest, and most efficient option for Texas soils
- ✓ 100% of alignment dedicated solely to the Texas Central Railroad
- ✓ Technology has yielded a perfect safety record in Japan for 53 years
- ✓ Maximum operating speed up to 205 mph

- At least 42 at-grade roadway crossings
 - Crossings will block traffic using only gates to prevent collisions with vehicles and pedestrians
- Mixing of freight and passenger trains with vehicle traffic leads to injuries, and in some cases fatalities



- ✓ No at-grade crossings, fully dedicated corridor
- ✓ Majority of the line will be built on elevated viaducts
- ✓ Operates above or below all public roadway crossings – ensuring the Texas Central Railroad will not block traffic allowing for easy access
- ✓ 0 opportunity for intersection with freight trains or other passenger vehicles

- Legal restrictions limit options to negotiate compensation to landowners



- ✓ Texas Central negotiates flexible and fair option agreements by working collaboratively

- Yes, Cap & Trade Greenhouse Gas Reduction Programs allocate 25% of funds from the state of California to HSR
 - Approximately \$1.25 billion appropriated to date



- ✓ No. Funding is driven by experienced entrepreneurs who recognize the need for improved infrastructure in Texas
- ✓ System will not require or request federal or state grants or operational subsidies