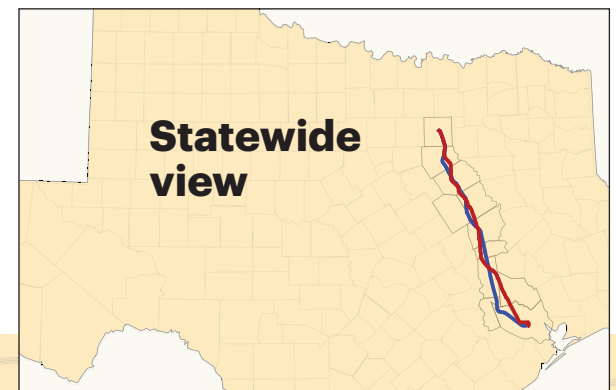


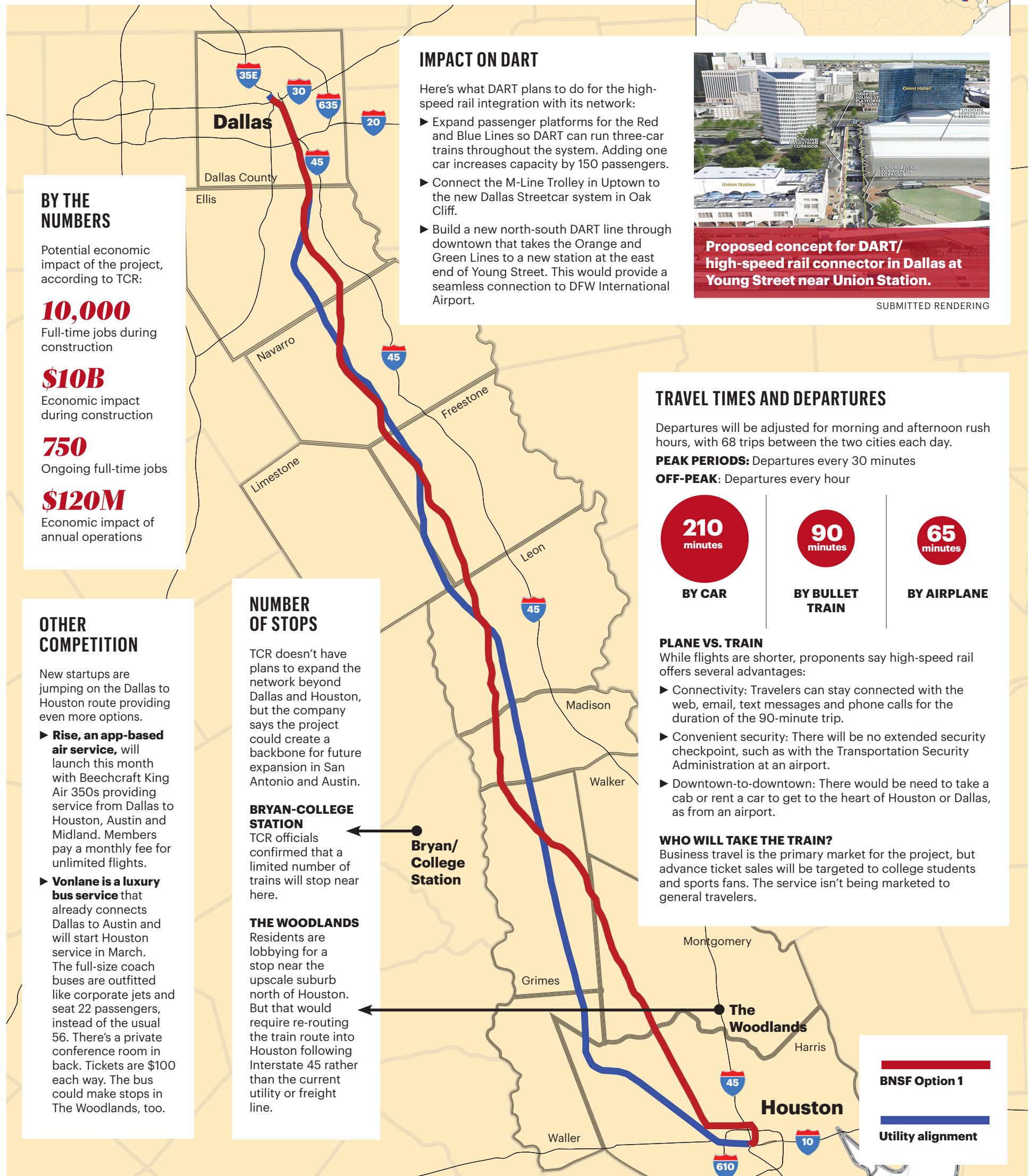
COVER STORY

PROPOSED HIGH-SPEED RAIL ROUTES BY TCR

Nearly 50,000 Texans commute between Dallas and Houston more than once per week. Texas Central Railway's nearly 240-mile high-speed rail link will offer a total travel time of less than 90 minutes between the two cities. In Dallas County, the proposed routes run mostly parallel to Interstate 45.



Statewide view



BY THE NUMBERS

Potential economic impact of the project, according to TCR:

10,000

Full-time jobs during construction

\$10B

Economic impact during construction

750

Ongoing full-time jobs

\$120M

Economic impact of annual operations

OTHER COMPETITION

New startups are jumping on the Dallas to Houston route providing even more options.

► **Rise, an app-based air service**, will launch this month with Beechcraft King Air 350s providing service from Dallas to Houston, Austin and Midland. Members pay a monthly fee for unlimited flights.

► **Vonlane is a luxury bus service** that already connects Dallas to Austin and will start Houston service in March. The full-size coach buses are outfitted like corporate jets and seat 22 passengers, instead of the usual 56. There's a private conference room in back. Tickets are \$100 each way. The bus could make stops in The Woodlands, too.

NUMBER OF STOPS

TCR doesn't have plans to expand the network beyond Dallas and Houston, but the company says the project could create a backbone for future expansion in San Antonio and Austin.

BRYAN-COLLEGE STATION

TCR officials confirmed that a limited number of trains will stop near here.

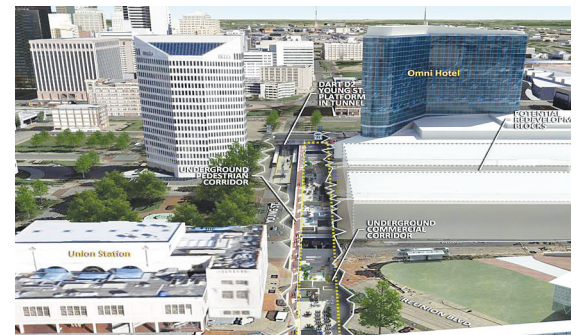
THE WOODLANDS

Residents are lobbying for a stop near the upscale suburb north of Houston. But that would require re-routing the train route into Houston following Interstate 45 rather than the current utility or freight line.

IMPACT ON DART

Here's what DART plans to do for the high-speed rail integration with its network:

- Expand passenger platforms for the Red and Blue Lines so DART can run three-car trains throughout the system. Adding one car increases capacity by 150 passengers.
- Connect the M-Line Trolley in Uptown to the new Dallas Streetcar system in Oak Cliff.
- Build a new north-south DART line through downtown that takes the Orange and Green Lines to a new station at the east end of Young Street. This would provide a seamless connection to DFW International Airport.



Proposed concept for DART/ high-speed rail connector in Dallas at Young Street near Union Station.

SUBMITTED RENDERING

TRAVEL TIMES AND DEPARTURES

Departures will be adjusted for morning and afternoon rush hours, with 68 trips between the two cities each day.

PEAK PERIODS: Departures every 30 minutes

OFF-PEAK: Departures every hour

210
minutes

BY CAR

90
minutes

BY BULLET TRAIN

65
minutes

BY AIRPLANE

PLANE VS. TRAIN

While flights are shorter, proponents say high-speed rail offers several advantages:

- **Connectivity:** Travelers can stay connected with the web, email, text messages and phone calls for the duration of the 90-minute trip.
- **Convenient security:** There will be no extended security checkpoint, such as with the Transportation Security Administration at an airport.
- **Downtown-to-downtown:** There would be need to take a cab or rent a car to get to the heart of Houston or Dallas, as from an airport.

WHO WILL TAKE THE TRAIN?

Business travel is the primary market for the project, but advance ticket sales will be targeted to college students and sports fans. The service isn't being marketed to general travelers.

BNSF Option 1

Utility alignment