

THE TEXAS HIGH SPEED TRAIN

**CONNECTING PEOPLE, CREATING
JOBS & A NEW AMERICAN INDUSTRY**



A New Way to Connect

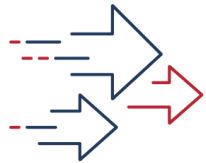
Reimagining Travel between North Texas and Houston



SAFE

Zero Accidents / Zero Fatalities

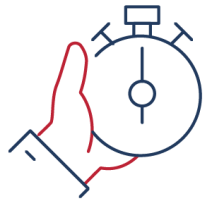
More than 53-years in operations in Japan



FAST

Travels at Nearly 200-Miles Per Hour

Houston to North Texas in 90-minutes



RELIABLE

Leaves On Time, Every Time

Less than a one-minute delay annually

Safest Mode of Transportation in the World



Investor-Owned Approach

Data-Driven Decisions



\$10s of millions spent on studies



16-million trips per year already being made



80% of Texans surveyed said they would consider riding the train

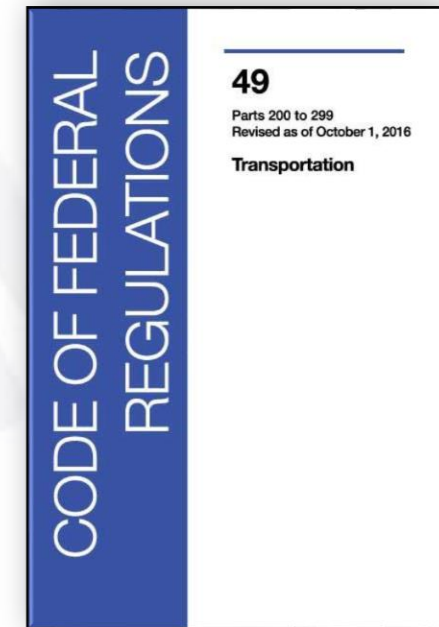
Tracking Progress

Recent Major Announcements



U.S. Safety Standards

- **The Federal Railroad Administration (FRA) is responsible for regulating safety for all railroads that operate as part of the general railroad system**
- **FRA can issue two types of regulations or rules:**
 - Rules of General Applicability
 - Rules that apply to the general railroad system
 - Title 49 of the Code of Federal Regulations Parts 200-299
 - A railroad can petition the FRA for a waiver (temporary) from specific requirements
 - Rules of of Particular Applicability
 - Regulations that apply to a specific railroad or type of operation



U.S. Safety Standards

FRA's current regulations define specific requirements for three types of passenger equipment and operation:

- **Tier I** equipment operates at speeds up to 125 mph (200 km/h) in mixed service with passenger and freight
- **Tier II** equipment operates at speeds up to 160 mph* (258 km/h) in mixed service with passenger and freight
- **Tier III** equipment operates at speeds up to 125 mph in mixed service with passenger and freight and at speeds of 125 mph and up to 220 mph on dedicated right-of-way with no grade crossings

* Tier II speed limit of 150 mph (240 km/h) was increased to 160 mph (258 km/h) through the latest rulemaking



Railroad Safety Advisory Committee Engineering Task Force

Vision:

Create passenger equipment regulatory environment incorporating “service proven” designs, advanced technology, and a systematic approach to safety

Tier I – conventional & alternative crashworthiness, speeds up to 125 mph

Tier II – 160 mph maximum authorized speed on existing ROW (i.e. NEC)

Tier III – interoperable w/ all tiers up to 125 mph, dedicated ROW up to 220 mph

Tier IV – Technology specific HSR projects and “other” technologies for insular systems

Tier II

Up to 160 mph
(e.g. NEC)

Tier III

220 mph
(dedicated ROW)

Tier IV

Technology Specific & Insular Network

Tier I

≤ 125 mph



Texas Central Regulatory Approach

- As many of the existing and pending FRA regulations are not appropriate for a standalone HSR (Tier IV) system, FRA will address the Texas Central system by a Rule of Particular Applicability
- Texas Central will adapt the Shinkansen system for the regulatory and environmental conditions in Texas
- Texas Central will use a systems approach:
 - Technology specific (rolling stock, track, signaling, electrification, etc. based on Shinkansen)
 - Addresses all aspects of HSR infrastructure, rolling stock, train control systems, O&M, personnel qualifications and system qualification testing

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