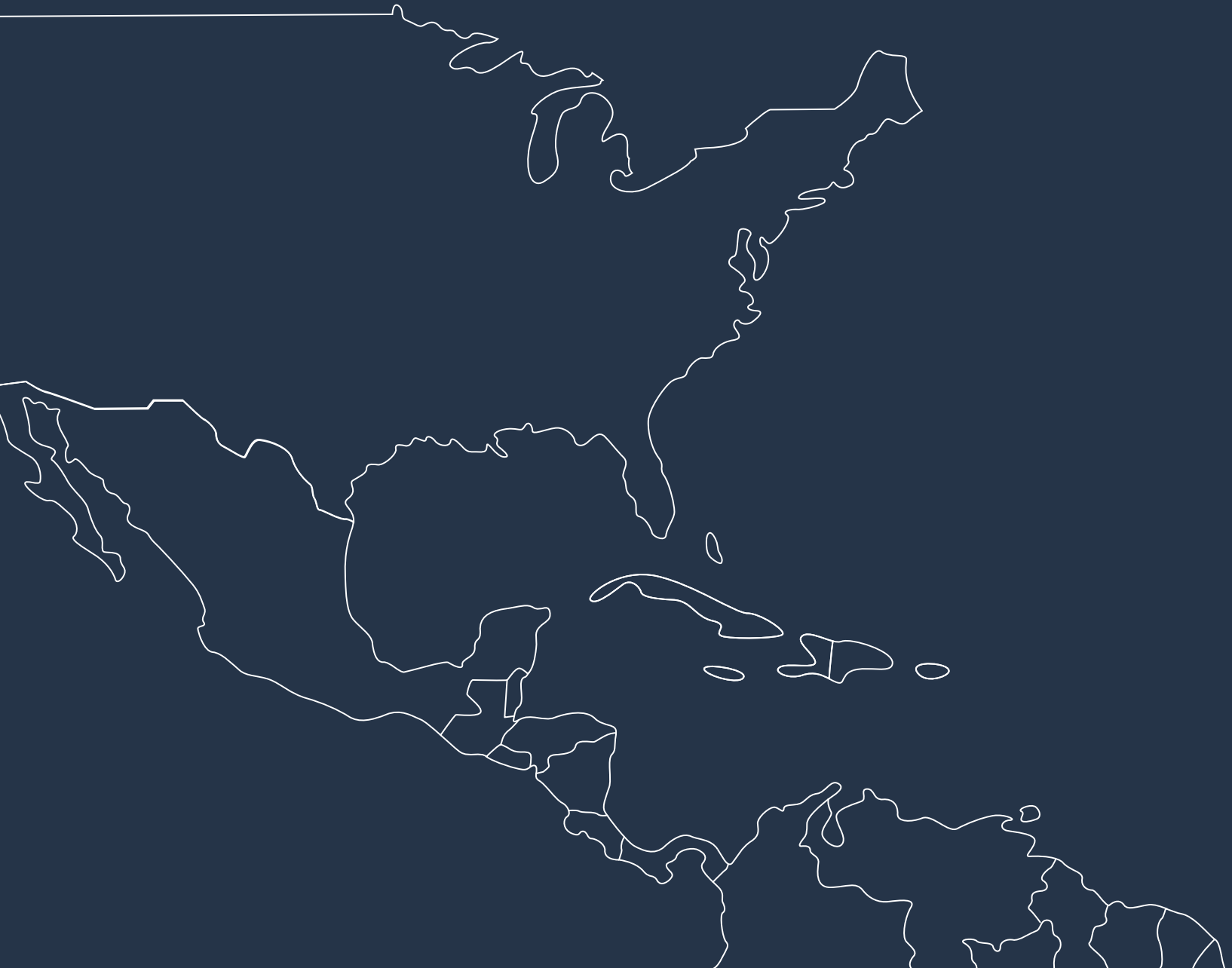


# TEXAS

# HIGH SPEED RAIL

# FACT SHEET



# TEXAS HIGH SPEED RAIL FACT SHEET



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# 1.

## A MAJOR SUSTAINABLE MOBILITY PROJECT FOR TEXAS

A high-speed train line - the first in the United States - to link two major cities, Houston and Dallas, in less than 90 minutes, reworking Texan mobility in a sustainable perspective.

**Texas High Speed Rail will guarantee fast, safe and low environmental impact travel for 13 million people** who today move between the two cities by car - the preferred means of transport by Americans for traveling through the Texan state - or by air.

From an environmental perspective, the Dallas-Houston train is expected to reduce CO<sub>2</sub> emissions by about 700,000 metric tons annually. The train is 6 times more energy efficient than the car and emits about 1/12 of the carbon dioxide of a Boeing 777-200.

In terms of the economic perspective and the positive impact on the local area, the high-speed train, **will increase employment both in the construction phase and in the management phase for thousands of people.**

### BENEFITS FOR THE ENVIRONMENT

**-14,630**  
vehicles per day on I-45  
between Houston and Dallas

**-700,000**  
tons of CO<sub>2</sub> per year

### BENEFITS FOR THE LOCAL AREA

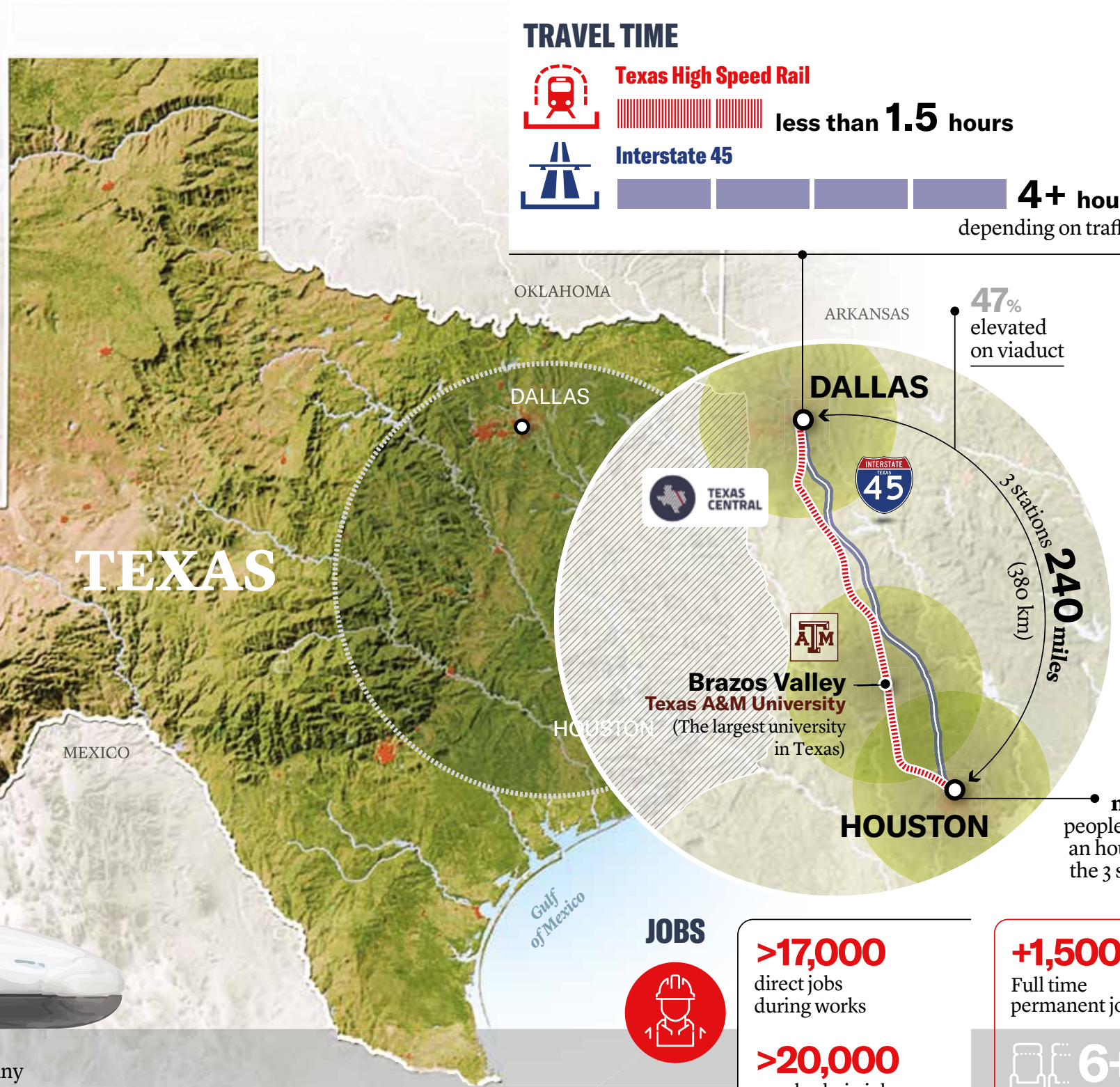
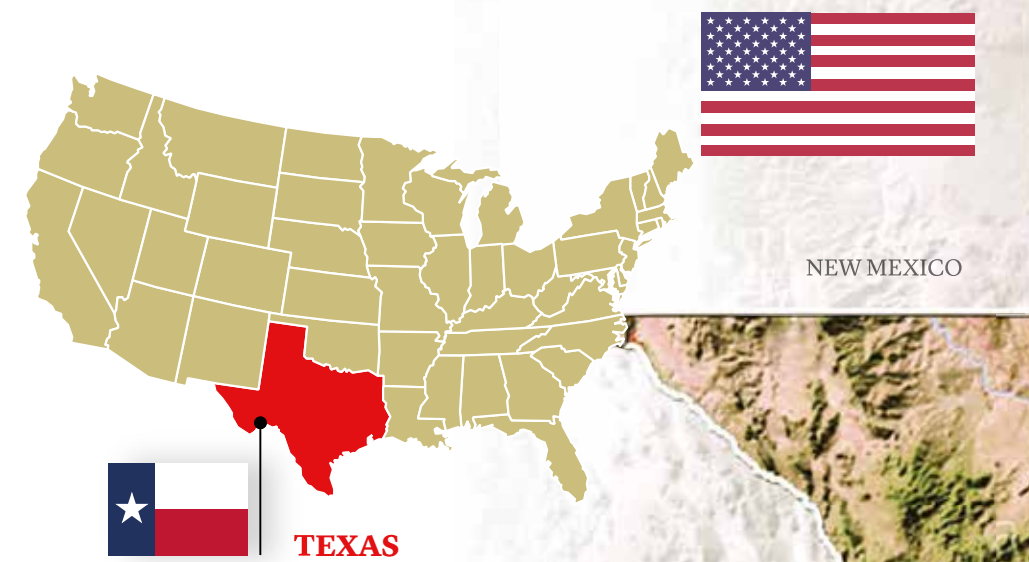
**>17,000**  
direct jobs during works

**>20,000**  
supply chain jobs

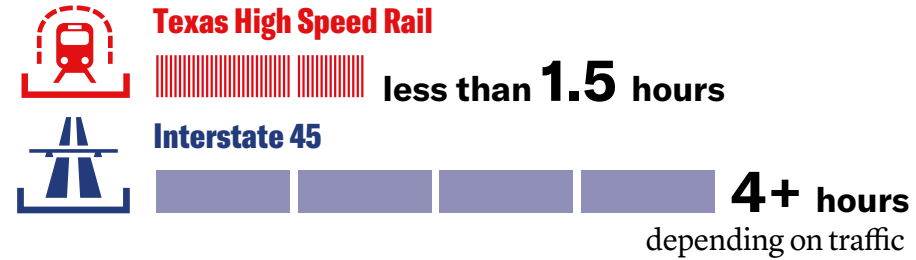
**\$36 billion**  
is the estimated economic direct impact for the region for the next 25 years.

# OVERVIEW TEXAS HIGH SPEED RAIL

Texas Central signed an agreement with Webuild Group to build the Dallas-Houston high-speed railway



## TRAVEL TIME



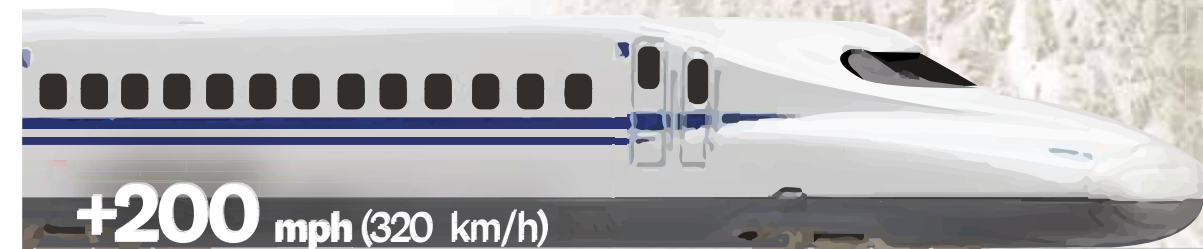
## CONTRACT VALUE SIGNED BY WEBUILD

**\$16**  
billion

## ECONOMIC IMPACTS FOR TEXAS

**\$36**  
billion  
in the first  
25 years

## THE TRAIN



**+200** mph (320 km/h)

**Tokaido Shinkansen N700S** / Produced by Central Japan Railway Company

## JOBS



**>17,000**  
direct jobs  
during works

**>20,000**  
supply chain jobs

**+1,500**  
Full time  
permanent jobs

**6+** million  
annual passengers

**2021**

Start  
of works\*

2022

2023

2024

2025

**2026**

Texas High Speed Rail  
in function

\*after the conclusion of the entire project approval process

# 2.

## ONE OF THE LARGEST INFRASTRUCTURE CONTRACTS IN THE U.S.

**The transport infrastructure sector ranks first in investment in the United States.**

The Interstate Highway System, introduced in 1956 by President Dwight D. Eisenhower to connect cities from coast to coast with highways, bridges, tunnels and viaducts, represents the largest total investment ever made in a transport system in the U.S. with a total investment of \$528 billion up to 2018. The second biggest infrastructure investment made in the United States was the Big Dig: a \$21-billion renovation of

Boston's highway system completed in 2007, assigned, in 1982, to various contractors for \$2.8 billion. **The total investment for the Texas High Speed Rail represents one of the largest infrastructure contracts in the United States.**

Texas Central signed a design-build contract with Webuild Group (Texas High Speed Rail LLC is the company created by Webuild and its U.S. subsidiary Lane Construction) to build Texas High Speed Rail.



### Infrastructure system



**INTERSTATE  
HIGHWAY SYSTEM**

\$528 billion



**BIG DIG**

\$21 billion

### Single contract



**TEXAS  
HIGH SPEED RAIL**

**\$16 billion**

# 3.

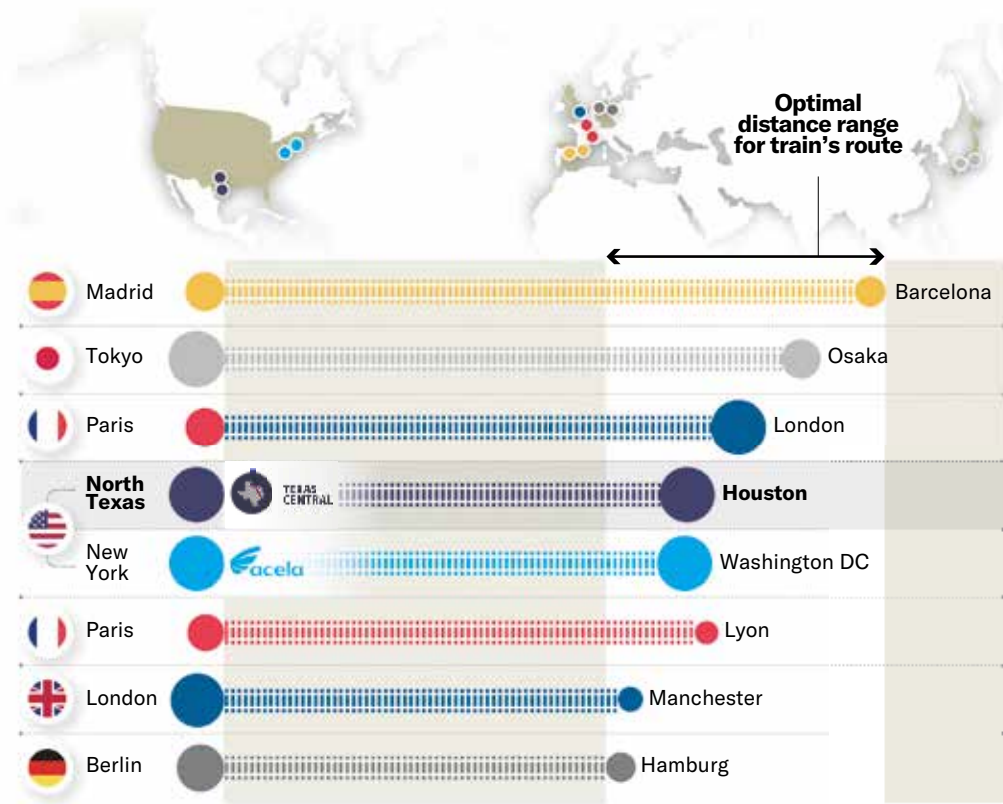
## THE MOST SUCCESSFUL RAILWAY NETWORKS IN THE WORLD

The Texas high-speed train project is amongst the most important in the world in terms of railway connections between two large urban centres. Just like Madrid-Barcelona,

Tokyo-Osaka or Paris-Lyon, the two cities Dallas and Houston are at the right distance to guarantee reduced travel times compared to car travel and at extremely competitive prices compared to air travel.

### The most successful city-to-city international High Speed Rail routes

- are at an **optimal distance** to offer time and cost savings compared to cars and planes
- connect **big cities** with **growing populations**
- serve cities that are **economic centers** in their regions
- Proportional to size of population
- Proportional to length of route



Sources: L.E.K. Consulting



# 4.

## IT IS THE FASTEST RAILWAY CONNECTION BETWEEN TWO U.S. CITIES WITH STRONG POPULATION GROWTH

**The high-speed train will link Dallas and Houston in less than 90 minutes** with a train every 30 minutes at peak times. There will be one stop in the Brazos Valley, where Texas A&M University is located. It is expected to be 90 minutes faster than car travel and one hour faster than air travel considering boarding times.

Dallas and Houston are respectively the fourth and fifth largest economies in the U.S, after New York, Los Angeles and Chicago. The two metropolitan areas are amongst those with the highest population growth. According to the US Census Bureau the Dallas/Fort Worth Metroplex registered one of the highest rates of population growth in the U.S. - 1 million from 2010 to 2018.

**It is estimated that 6 million passengers in 2029 and 13 million in 2050 will use the high-speed train between Dallas and Houston.**

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**90**

Minutes faster than by car

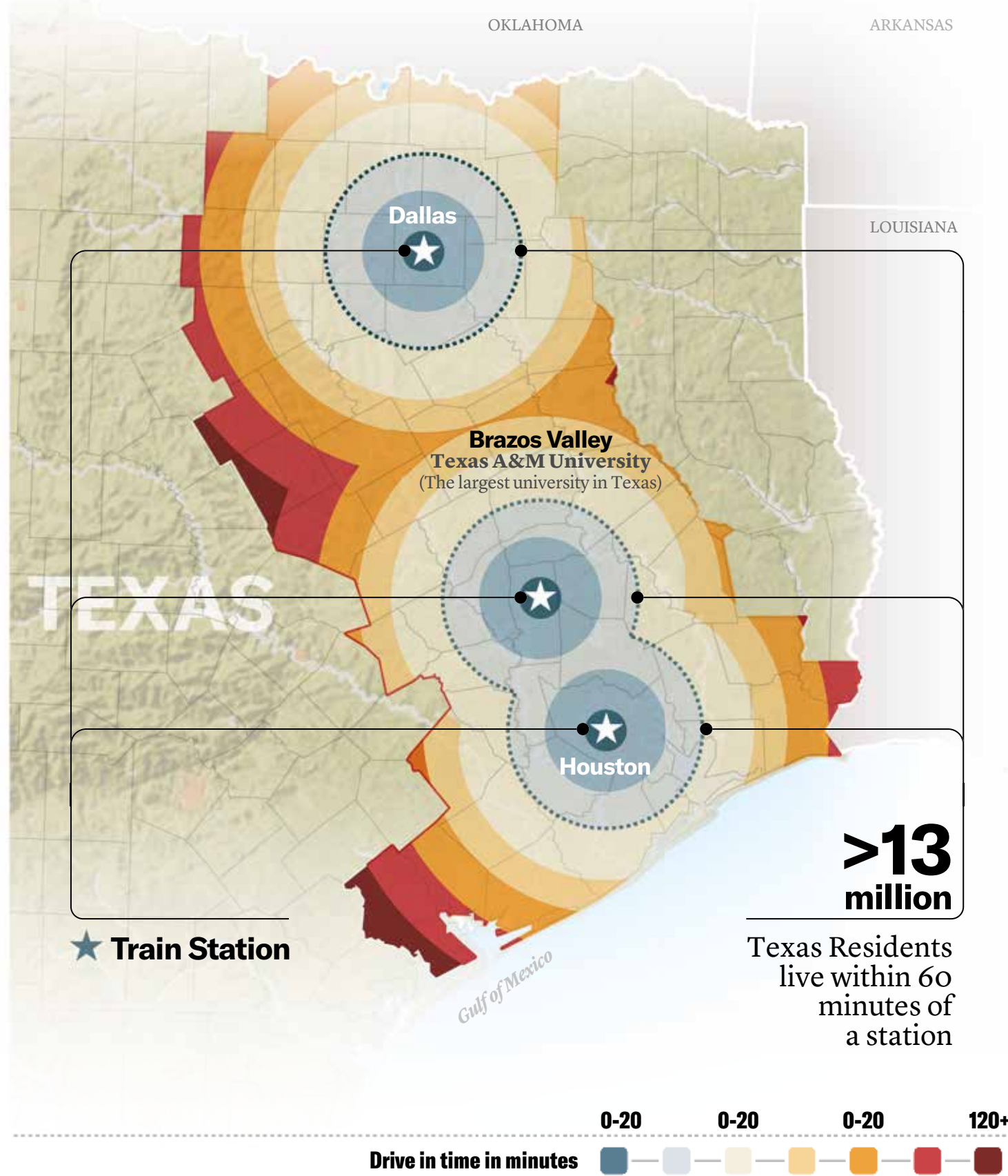
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**60**

Minutes faster than by plane



# TEXAS RESIDENTS IN THE RAILWAY AREA



Sources: Texas Central

# 5. THE HIGH-SPEED TRAIN WILL OFFER A NEW SUSTAINABLE TRANSPORT ROUTE FOR OVER 13 MILLION TEXANS

**More than 13 million residents live less than an hour from one of the three stations of the high-speed train.** Some 16 million journeys are made every year between North Texas and Houston, and these trips are expected to increase at a rate of 1.5% per year, almost double the national average.

About 90% of travelers go by car, while the remainder fly. According to the most comprehensive study of this market to date, 72% of travelers said they would “definitely” or “probably” travel on the high-speed train if it were an option today.

**The new railway line will therefore have a great impact in terms of traffic decongestion of Interstate 45,** one of the busiest highways in the US – and when the train becomes operative it will remove approximately 14,630 vehicles daily.

At the moment, considering traffic congestion, it takes 4 hours to get from Houston to Dallas. According to the Texas Department of Transportation travelling times are expected to increase to 6 hours in 2040. It is an enormous problem from an environmental point of view considering the ever-increasing amount of emissions.



## 6. THE JAPANESE FORMULA TO TRAVEL FAST IN THE SAFEST WAY POSSIBLE

**Japan's Shinkansen** first came into service on the Tokaido Shinkansen line between Tokyo and Osaka in 1964.

Its 55 years of service have been a veritable triumph for the country in light of the benefits it has brought, especially in terms of safety. **Its track record is enviable: zero accidents on land, on board or along the rail line.**

Average rate of punctuality: one minute annual delay. The high-speed train transports 420,000 passengers a day along the Tokyo-Osaka line, the busiest in the world. Japan's network of high-speed rail service covers about dozen lines.

**The original N700 model with 16 carriages has been revised for the United States in the form of the new N700-S with eight carriages and an operating speed of up to 320 kilometers per hour.**

# 7.

## A TRAIN FOR A FUTURE GENERATION OF BUILDERS

The stop between Dallas-Fort Worth and Houston at Brazos Valley will serve thousands of students, academics and researchers at the Texas A&M University daily. Founded in 1871 as the Agricultural and Mechanical College of Texas, it is the second largest university in the country in terms of numbers of students with about

64,000 registered compared to 66,000 at the University of Central Florida in Orlando. A&M has more than 12,000 students in engineering as well as campuses abroad. **The construction of the high-speed train at this location makes the university more attractive to American students.**





# 8.

## THE WEBUILD GROUP FOR THE DEVELOPMENT OF GLOBAL INFRASTRUCTURE

**Webuild Group, that signed design-build agreement with Texas Central for the high speed railway's infrastructure civil works, has completed more than 2,000 projects in its 115-year history.**

Many of these projects were challenging for their geography (deserts, forests) or urban setting (big cities with dense traffic flows). Each project is a sign of distinction for a group that works in 50 countries with 70,000 employees from more than 100 nationalities.

The Group, which operates in the United States through Lane Construction (130 years of history), has a long experience in rail infrastructure, especially in complex systems for high-speed and highcapacity trains. **It has a track record of 13,637 kilometres of rail and metro lines (since 1960).**

It is working on high-speed rail projects like the Brenner Base Tunnel, which will be the longest rail tunnel in the world; the new Genoa-Milan and Naples-Bari railway lines in Italy and the new "Orient Express" in Turkey between Istanbul and the Bulgarian border. Through Lane Construction, it

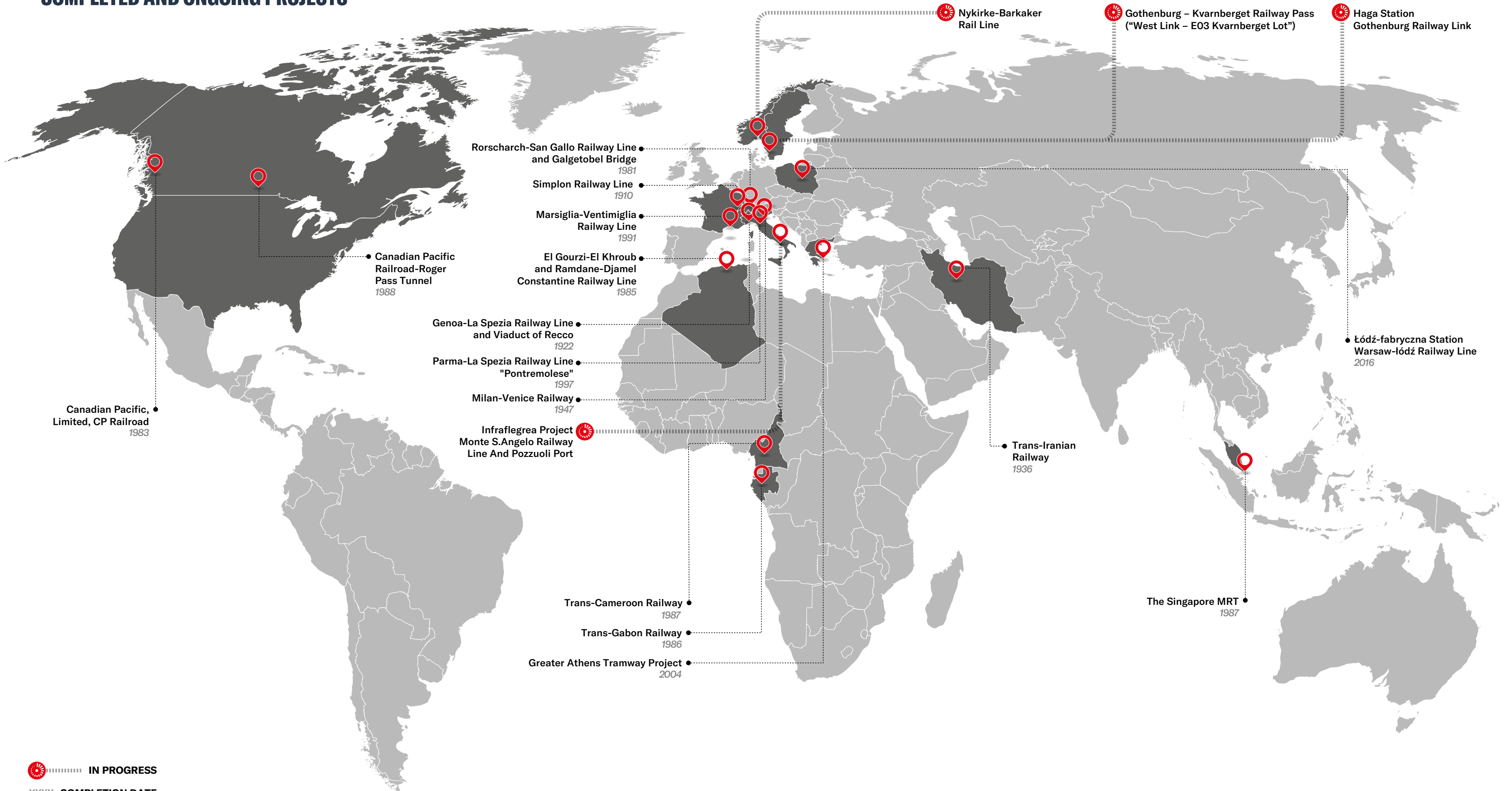
recently built the LYNX Blue Line Extension (BLE), in North Carolina.

Lane's experience in Texas includes several completed projects such as the Fort Worth Alliance Airport Runway Extension, the I-35W Improvements, the I-35 Improvements (with Brazos River Bridge) as well as the SH 360 South Toll Road and the IH-35E Management Lanes. The Phase III Extension of the 183A Tollway is currently under construction.

The Group's expertise includes the metro networks in cities such as New York, San Francisco, Paris, Copenhagen, Milan, Rome, Lima, Riyadh and Doha. It is also involved in the construction of iconic projects in other sectors of the infrastructure industry, such as the Rogun dam in Tajikistan, which will be the highest in the world; the Snowy 2.0 hydroelectric project in Australia; the Northeast Boundary Tunnel in Washington, D.C.; the Al Bayt stadium for the 2022 World Cup in Qatar.

# MAIN RAILWAYS

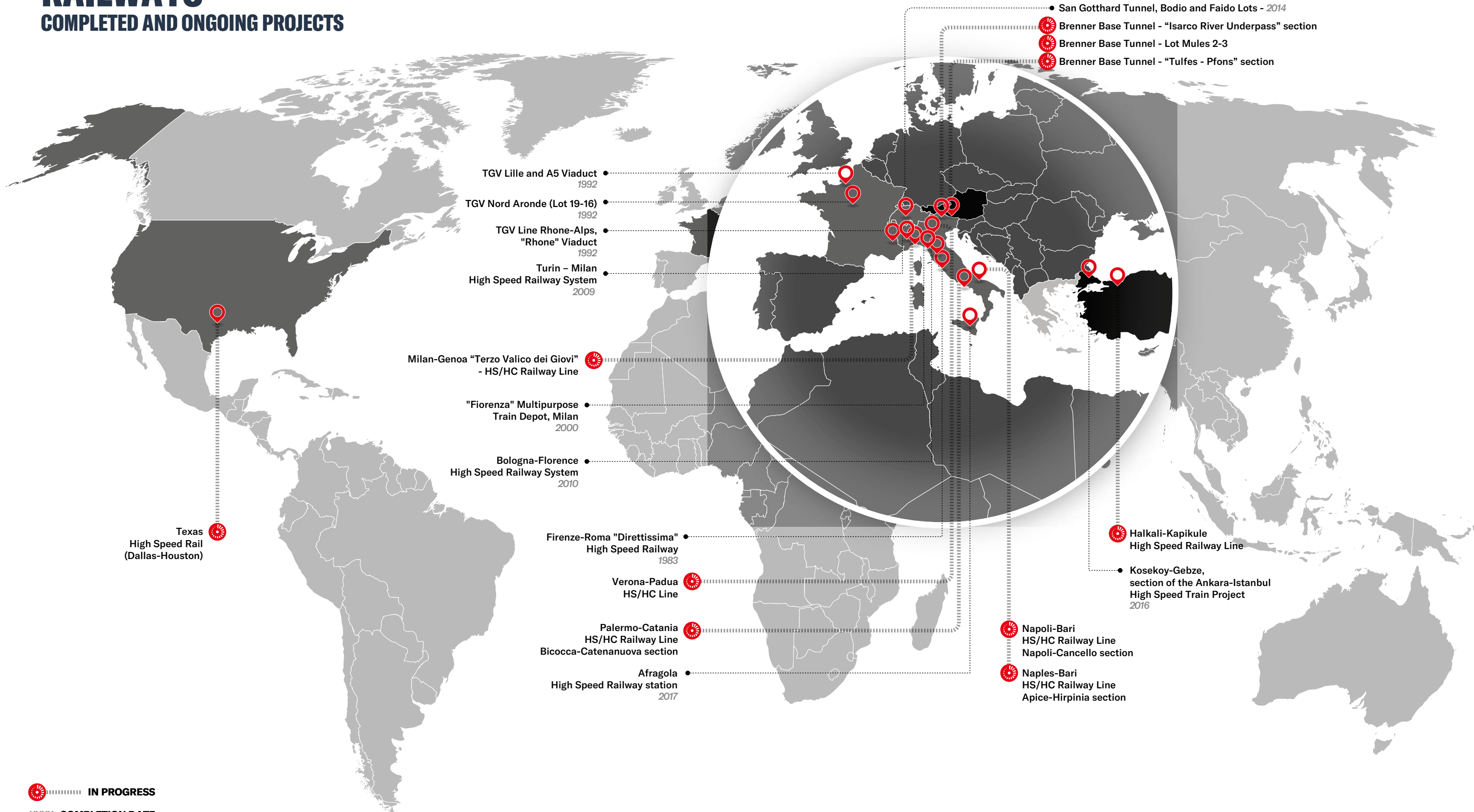
## COMPLETED AND ONGOING PROJECTS



 ..... IN PROGRESS  
 XXXX COMPLETION DATE

# MAIN HIGH SPEED/HIGH CAPACITY RAILWAYS

## COMPLETED AND ONGOING PROJECTS



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