

Partnership Position Regarding Texas Central Partners' Delivery of High-Speed Rail between Downtown Dallas and Houston

Whereas, the undersigned share a commitment to creating and leveraging public and private resources to enhance the mobility of travelers in Texas; and,

Whereas, strong economic growth and projected population increases, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high-speed rail and complementary systems in Texas; and,

Whereas, growing populations within metro areas in Texas are served by expansive transportation networks including extensive transit networks and world-class tolled and non-tolled highway facilities; and,

Whereas, the Regional Transportation Council, the policy committee for the Metropolitan Planning Organization for the Dallas-Fort Worth area, adopted as part of its fiscally constrained, long-range plan a three-station concept whereby an east-west high-speed, grade-separated passenger system would connect to a North Texas/Houston rail system in Dallas and an Austin/North Texas system in Fort Worth and provide rail connectivity to Arlington; and,

Whereas, the Texas Transportation Commission created the Commission on High-Speed Rail in the Dallas-Fort Worth region to advise Texas Department of Transportation leadership on the development of intercity rail corridors, new transportation policies and funding, and procurement strategies as they relate to the implementation of a proposed high-speed rail system; and,

Whereas, Texas Central Partners, LLC and its affiliates (Texas Central) have spent significant private capital on the validation and the development of a high-speed passenger rail system that will connect North Texas to Houston; and,

Whereas, Texas Central is developing a privately-sponsored high-speed passenger rail system on which it will deploy the Tokaido Shinkansen total system to connect North Texas, the Brazos Valley, and Houston and for which it will not accept public grants or operating subsidies; and

Whereas, close coordination among the undersigned is required to maximize the opportunities for connectivity for the benefit of generations of Texans.

Now, therefore, be it hereby resolved that the undersigned parties:

1. Affirm that developing safe, dependable, and interconnected passenger rail and rail transit systems is in the best interest of the travelling public in part because of rail's safety, reliability, air quality improvement, and efficient use of land which fosters urban densification and economic development.
2. Will, as necessary and as appropriate, provide written and vocal support of Texas Central at the local, state, and federal levels.

3. Will develop and adhere to the description core messages of each of the undersigned entities and their roles and responsibilities as it relates to planning and connecting with high-speed passenger rail systems.
4. Do hereby establish that the total system approved by the Federal Railroad Administration, developed by the private sector and deployed by Texas Central, is the Dallas-Fort Worth region's preferred high-speed rail technology.
5. Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas, and Houston through Texas Central's Dallas passenger station, and should regulatory, environmental, financial, or other challenges prohibit the timely development of a one seat/one ticket connection, support and coordinate to help develop as close to a cross-platform solution for rail passengers as possible.
6. Will coordinate the siting and planning of routes and facilities to accommodate interconnectivity of high-speed rail passenger facilities in Fort Worth, Arlington, Dallas, and Houston and the interconnectivity of high-speed passenger stations and public transit facilities and will, to the extent possible, provide timely review of regulatory and inspection requests made by complementary projects.
7. Affirm that if and when high-speed rail or other projects that are separate from but complementary to Texas Central's project receive public funding, Texas Central shall maintain its private capital commitments and take no ownership of these other systems, but will seek to accommodate all reasonable interconnectivity.
8. Agree that in the pursuit of public funds, public entities will not describe Texas Central as a recipient of grants or a source of collateral or guarantees.
9. Agree that this resolution does not restrict any other high-speed rail entity constructing high-speed rail on their own right-of-way between North Texas and Houston.

Now, therefore, be it hereby resolved that Texas Central, in addition, will:

1. Continue to incur costs associated with the planning and positioning of its Dallas station such that it can accommodate connectivity with the proposed Fort Worth, Arlington to Dallas high-speed rail system.
2. Not accept public grants for construction or operational subsidies for its planned North Texas to Houston service.
3. Pursue participation in local economic development programs that may be available near its proposed station location.
4. Support local efforts connecting Fort Worth, Arlington, and Dallas by high-speed rail, understanding that a one-seat ride is only possibly if the same technology is used in both corridors.

Signed and adopted by:

 Michael Morris, P.E., Director of Transportation
 North Central Texas Council of Governments

 Date

 Tim Keith, Chief Executive Officer
 Texas Central Rail Holdings, LLC

 Date