



Editorial: Bullet-train momentum

The Snoring Center Austin



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There are different categories of momentum for a train. It depends on all three.

It was in the political category that a privately funded train got us pulling for the project.

The boost came in the form of a joint endorsement from Annise Parker.

We can sum up and second their support this way: We

The Texas Central High-Speed Railway company says it would not depend on government handouts or subsidies.

The Texas Central bullet trains would make the Dallas-Arlington and Fort Worth leg of the trip has been pegged at \$1.5 billion; a newly named panel of electors

The venture's backers include the Central Japan Railway Group, that carries nearly 400,000 daily passengers between Tokyo and Osaka. A successful Texas project would give it a U.S. foothold for its N700-I bullet train system. It would also prove up this state's reputation as a place where businesses can take risk and prosper.

Government subsidies may not be key, but government cooperation and innovation could be. Still ahead are separate environmental studies with the Texas Department of Transportation as partner, one for the Houston-Dallas leg, a separate one for the Dallas-Arlington-Fort Worth segment. Both will study the feasibility of the railway sharing highway right of way, where possible. Picture, for example, elevated bullet-train tracks mounted above the I-30 median between Dallas and Fort Worth.

The key to success also could involve the company selling development rights around rail stations.

The term "high-speed rail" has become synonymous with "boondoggle" in recent years, much of that because of California's problem-dogged, publicly funded project to connect a string of cities, big and small. The voters there OK'd \$10 billion in borrowing for the project in 2008. The latest completion date for that ever-changing project is 2029.

The Texas venture is not a government program, but a business. Its strength is focus and a grasp of Lone Star politics. Best-case scenario has the Texas service starting in 2021.

This is not exactly a competition, but transportation experts are watching the two scenarios play out. We'd place our money on the Texas model any day.

Bullet-train venture

Company: Texas Central High-Speed Railway

Backers: Include Central Japan Railway, operator of Tokyo-Osaka passenger service

Proposal: North Texas-Houston service at speeds exceeding 200 mph; Dallas-Houston leg would take 90 minutes

Routing: Would use existing railroad and highway right of way, where possible, with purchases of land where needed

Fares: Competitive with cost of air travel

Status: Separate environmental studies pending for Houston-Dallas and Dallas-Arlington-Fort Worth segments; could take 2 1/2 to three years

Service start date: As early as 2021

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 **Brian Marks** 13 hours ago

As long as they are playing with private money KNOCK YOURSELF OUT! But still put me down as skeptical. So you bullet to Houston in 90 minutes. It takes another hour to get to Post Oak, Westheimer, or even University on a bad day. And after your bullet to Dallas you will then have to get to Richardson or most likely Frisco or Plano. It's the point to point issues that aren't being discussed after you get off the train. The point is you have the same issues as flying into Love or Hobby. Dallas and Houston are not NYC, CHI, or BOS. Those are dense cities. Texas cities are not. I doubt the Texas Central gang can operate with the efficiency of SWA. However I reserve the right to be proven wrong.

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 **Ken Duble** 15 hours ago

Having a trend show up in California after Texas would bring joy to my heart! This should make all Texans proud.

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 **Wylie H Dallas** 13 hours ago

By the way, Ken, I think you were right that my concerns about the composition of the Texas High Speed Rail Commission may be a bit overblown-- as long as their focus is exclusively on trying to figure out how to get a publicly-financed extension from Dallas to Ft. Worth, and tax dollars aren't diverted from other more urgent Dallas County needs to assist in the subsidy the extension will require.

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 **Reyna Heaven** 10 hours ago

Wwwwoouuu que triste que haiga pilotos irresponsable.

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