245845

ENTERED
Office of Proceedings
May 31, 2018
Part of
Public Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. & TEXAS CENTRAL RAILROAD, LLC- AUTHORITY TO CONSTRUCT AND OPERATE- PASSENGER LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

Richard H. Streeter
rhstreeter@gmail.com
LAW OFFICE OF RICHARD H. STREETER
5255 Partridge Lane, N.W.
Washington, DC 20016
202-363-2011 (tel.)
202-363-2012 (fax)

Blake L. Beckham
blake@beckham-group.com
M. Patrick McShan
patrick@beckham-group.com
THE BECKHAM GROUP, P.C.
3400 Carlisle, Suite 550
Dallas, Texas 75204
214-965-9300 (tel.)
214-965-9301 (fax)

Counsel for Texans Against High Speed Rail, Inc.

TABLE OF CONTENTS

INTRODUCTION AND SUMMARY OF REPLY……...……...……1

A. The Board lacks jurisdiction over the project……1

B. The Board should deny TCR's Petition for Exemption and require a full application……5

ARGUMENT……...…….6

I. The Board lacks jurisdiction over the Project.....6

A. If TCR is an "interurban electric railway," as it continues to allege under oath in Texas state courts, it is not a "rail carrier" subject to Board jurisdiction…….. …...6

B. TCR's closed, intrastate rail system will not be operated as part of the general system of rail transportation or interstate rail network……...7

C. TCR's "paper bridge" with Amtrak is merely an unenforceable "agreement to agree" that does not constitute substantially changed circumstances……12

*1. The RTA and VCA do not contain enforceable through ticket provisions…*12

*2. Even if the RTA and VCA were enforceable, the Board still lacks jurisdiction over the Project based on the totality of circumstances…...…*14

II. If the Board takes jurisdiction over the Project, it must require TCR to file a full application…….……15

A. TCR still has not complied with 49 CFR § 1121.3……...16

B. Given the numerous false and misleading representations TCR made in 2016, the Board must require TCR to file a full application……17

1. TCR misrepresented the Project's costs…… 17

2. To make up for rising costs, TCR has increased its already grossly inflated ridership projections…….....18

3. TCR told the Board the Project would be privately funded when, in fact, TCR knew it would be aggressively seeking federal loans…….. 19

4. TCR told the Board that it must meet "key milestones" because construction would begin in 2017 and passenger service in 2021…….20

C. TCR still does not have any funding for its Project. ……...……..20

D. TCR's ridership projections are not grounded in reality…….……..22

1. Common sense dictates that TCR's ridership projections are greatly exaggerated……..…….22

2. Independent infrastructure experts from the Reason Foundation concluded that the Project will fail "spectacularly"……...…23

3. The Texas Department of Transportation concluded that TCR has overestimated ridership while underestimating costs..... ……..26

4. The former Chief Maglev Scientist of the FRA concluded that the Project is destined for "certain failure"……...……..26

E. The Board must assess financial feasibility because the FRA has chosen not to….27

1. In the DEIS, the FRA removed economic viability from the "Purpose" of the Project……27

a. In the Screening Report, TCR told stakeholders that the Project must be "economically viable" in order to meet its purpose…….28

b. In the Scoping Report, the FRA announced that it would take TCR at its word that the Project is economically viable……...28

c. In the Technical Report, the FRA endorsed TCR's claim that there was a "need" for the Project and that it would be "profitable" despite having conducted no analysis…….29

d. In the DEIS, the Project's purpose no longer includes the provision of "economically viable" transportation…….……..30

2. The Board must not blindly adopt TCR's unsupported conclusions regarding the Project's alleged economic impacts……..30

F. Even now—two years since the filing of its Petition for Exemption—the lack of information regarding TCR's Project remains staggering. ……31

G. The Board should follow its decision in *Ozark Mountain*…….…….……..33

III. Significant adverse impacts will occur if the exemption were granted. ……36

A. Over 3,400 affected Texas landowners and citizens have voiced their opposition to TCR and its Project through verified statements……..…..36

B. The Project will adversely impact counties and communities. ……..…..……38

CONCLUSION……..….39

CERTIFICATE OF SERVICE……..……..41

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC-
AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

Texans Against High Speed Rail, Inc. ("TAHSR")[1] submits this Reply in Opposition to the Petition to Reopen submitted by Texas Central Railroad and Infrastructure, Inc. & Texas Central Railroad, LLC (collectively "TCR") as follows:

INTRODUCTION AND SUMMARY OF REPLY

A. The Board lacks jurisdiction over the Project.

TCR's proposed Dallas to Houston high-speed rail line (the "Project") is a closed, intrastate system that will not be operated as part of the general system of rail transportation or interstate rail network. Thus, the Board lacks jurisdiction over the Project, as it determined in July 2016.

After the Board denied jurisdiction, TCR boasted in a press release that the decision cleared the way for construction: "Simply put, STB approval will not be required before construction can start. Look for construction to begin as soon as the federal environmental study is completed by

[1] TAHSR is a not-for-profit organization whose members include citizens, landowners, farmers, ranchers, business owners, interested organizations, and elected officials who share the core belief of combating eminent domain abuse for private economic gain, and preventing unnecessary government subsidies. In addition to its goal of protecting private property rights and maintaining efficient modes of transportation, TAHSR seeks to protect the environment along the affected corridor through preservation of farmland, enhancement of wildlife, protection of waters, wetlands, and endangered and protected species, and recognition of the rural lifestyle.

the Federal Railroad Administration."[2] TCR reiterated, "STB's decision makes clear that the Board's approval is not required. By removing a regulatory uncertainty, the construction of high speed rail in Texas is even closer."[3] In 2016, TCR told the Board the exact opposite: "Texas Central, of course, will not begin construction of its proposed rail line without Board approval."[4]

Upon returning to Texas, TCR encountered roadblocks at both the state and local level: (1) the Texas Legislature passed legislation prohibiting the State from providing *any* funds for private high-speed rail; (2) counties impacted by the Project's proposed route passed resolutions requiring TCR to provide proof of eminent domain authority prior to surveying, constructing, or performing any work on county property (TCR has no such authority); and (3) the same counties passed resolutions stating that they will not close, abandon, vacate or alter county roads for the Project. In short, if the decision is left to Texas, there will be no Project.

Apparently, TCR has changed its mind once again. Even though it told stakeholders that the Board's approval "will not be required before construction can begin" (after telling the Board just the opposite), TCR is now asking the Board to reopen this proceeding and grant a construction exemption. In doing so, TCR is trying desperately to avoid state and local regulation.

Regarding the jurisdictional analysis, it is undisputed that the Project remains a closed, intrastate system, incapable of establishing a physical connection with any rail line that is part of the interstate rail network. Nevertheless, TCR claims that "substantially changed circumstances" exist in the form of a "Through Ticketing Agreement" with Amtrak. In fact, the agreement lacks essential terms and is unenforceable. At best, the parties have merely "agreed to agree."

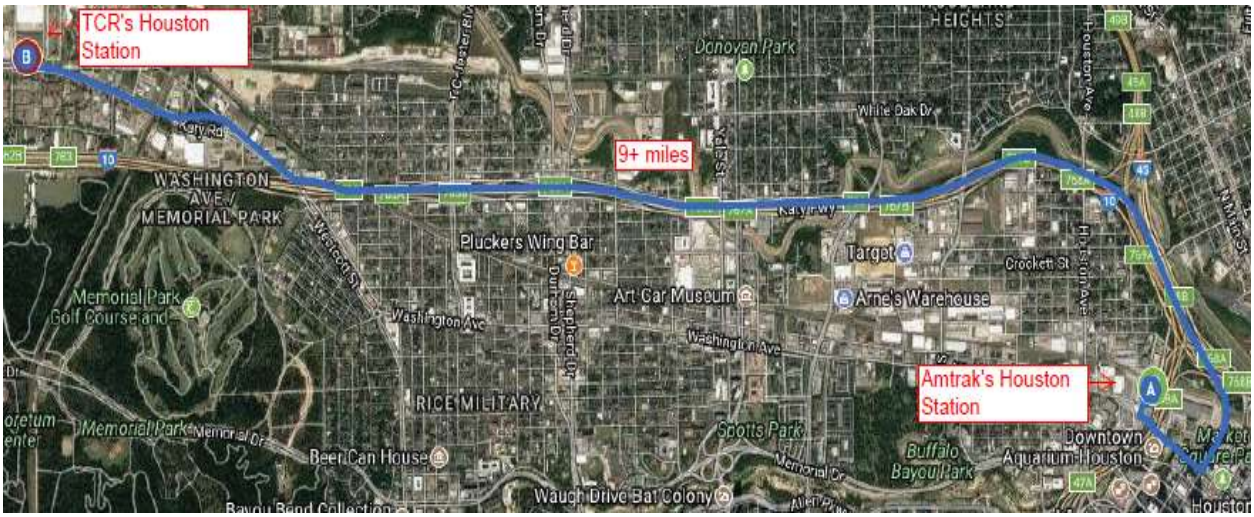
[2] Exhibit A. TCR later removed this press release from its website.

[3] *Id*.

[4] TCR's Petition for Clarification, p. 4 (submitted Apr. 19, 2016).

Even if a court were to find the Amtrak agreement to be enforceable, the following jurisdictional obstacles remain: (1) TCR's proposed Dallas station location is over 1.2 miles from Amtrak's Dallas station; and (2) TCR's proposed Houston station location is over nine miles from Amtrak's Houston station. As such, passengers holding a "through ticket" in Dallas or Houston would still find themselves stranded miles from any connecting rail service.





TCR tries to bury this glaring jurisdictional dilemma—the lack of *any* connection between TCR and Amtrak service in Dallas *or* Houston—in a single paragraph of the Amtrak agreement labeled "Connection Between Services." In that paragraph, TCR states that it will provide a "transfer service" between TCR and Amtrak stations in Dallas and Houston. However, TCR does not specify how it will effectuate this service, *i.e.*, shuttle bus, Uber, or other transportation mode, or the cost of any such service. The paragraph merely states that the parties "will jointly evaluate other measures to facilitate connections and enhance the experience of travelers."

With respect to the essential terms of TCR's alleged "Through Ticketing Agreement," several significant loose ends remain: (1) whether and when TCR will actually come to definitive terms with Amtrak regarding a through ticketing arrangement; (2) what those essential terms will be (*i.e.*, scope of services, cost, and duration); (3) whether TCR will trigger implementation of the through ticketing arrangement; (4) whether TCR will provide transfer service upon expiration of the three-year agreement; and (4) the means by which TCR will provide such transfer service.

To say the least, these are not "concrete plans" constituting a "clearly defined arrangement" with Amtrak, despite what TCR suggests. Therefore, TAHSR respectfully requests that the Board deny TCR's Petition and dismiss this proceeding for lack of jurisdiction.

B. The Board should deny TCR's Petition for Exemption and require a full application.

In the event the Board does take jurisdiction over the Project, it must deny TCR's Petition for Exemption, which it submitted in this proceeding on April 19, 2016. In its reply to that Petition, TAHSR stated that "it is beyond dispute that the Board does not have sufficient information from TCR's deficient Petition in order to make an informed decision." For the reasons TAHSR provided to the Board in 2016, and for a host of additional reasons that have come to light over the past two years, TAHSR's statement still rings true.

The Board must view this Project in the context of the serious infrastructure issues facing the United States. Significant revenue shortfalls are preventing key components of interstate commerce and transportation from being adequately addressed. For example, just four days ago, the Dallas Morning News reported that "[t]he Texas Department of Transportation's Dallas district has a $24 billion to-do list and, over the next decade, expects to receive only about $8 billion to address its freeway needs."[5] Dallas County commissioner Mike Cantrell lamented, "[i]t's difficult to imagine how all of these projects are going to be funded…You're talking new capacity versus maintenance, bridges, air quality and so many things that need to be done with such a shortage in funding." Given these local infrastructure issues and those facing the nation as a whole, the public interest will not be served by siphoning off tens of billions of dollars to support a Project for which there is no established need while our highways and bridges continue to deteriorate.

In truth, TCR's Project is the antithesis of public convenience and necessity. First, construction will be a source of constant inconvenience to landowners who stand to lose their

[5] Ray Leszcynski, *With LBJ East OK'd, question of how to pay for $24 billion in upcoming mega-projects remains*, DALLAS MORNING NEWS (May 27, 2018), https://www.dallasnews.com/news/transportation/2018/05/28/lbj-east-okd-question-pay-24-billion-upcoming-mega-projects-remains.

property or be landlocked by a 240-mile-long, 40-foot-high electrified fence. Second, the Project is not financially viable; rather, it will require massive public subsidies from Texas and U.S. taxpayers to sustain operations. Third, the Project will not create billions in economic benefits; rather, it will be a financial albatross around the necks of the U.S. Treasury and Texas taxpayers, none of whom wish to be victimized by a repeat of the situation in California, where projected costs have ballooned from $33 billion to upwards of $80 billion with no end in sight. The Board must deny TCR's Petition for Exemption or, at a minimum, require a full application.

ARGUMENT

I. The Board lacks jurisdiction over the Project.

A. If TCR is an "interurban electric railway," as it continues to allege under oath in Texas state courts, it is not a "rail carrier" subject to Board jurisdiction.

A "rail carrier" is defined as "a person providing common carrier railroad transportation for compensation, *but does not include* street, suburban, or *interurban electric railways* not operated as part of the general system of rail transportation."[6] Therefore, if TCR is an interurban electric railway, the Board lacks jurisdiction over the Project.

In forty Texas state court lawsuits,[7] TCR has filed verified pleadings alleging that it is an "*an **electric railway*** as that term is used in Section 131.012 *et. seq*. of the Texas Transportation Code."[8] In fact, in a Texas state court petition filed on the same day as its Petition to Reopen, TCR

[6] 49 U.S.C. § 10102(5) (emphasis added).

[7] Exhibit B contains a chart of all Texas state court lawsuits in which TCR has claimed to be an "interurban electric railway."

[8] *See, e.g.*, Exhibit C, p. 2, 5-6. Section 131 of the Texas Transportation Code deals solely with interurban electric railway companies, which are defined as "a corporation chartered under the laws of this state to conduct and operate an electric railway between two municipalities in this state."

made this exact claim.[9] TCR's judicial admissions are corroborated by its filings with the Texas Secretary of State in which it claims to be organized "[t]o plan, build, maintain and operate an interurban electric railroad."[10] Based on its numerous judicial admissions and sworn corporate filings, the exclusion of interurban electric railways from the definition of a "rail carrier" is fatal to TCR's jurisdictional argument.

B. TCR's closed, intrastate rail system will not be operated as part of the general system of rail transportation or interstate rail network.

In its July 18, 2016 decision denying jurisdiction over the Project, the Board found that "[i]t is undisputed that the Line would provide only intrastate passenger service between Dallas and Houston." In addition, the Board noted that "[TCR] makes clear that the Line would not directly connect, nor would it be feasible to directly connect, with Amtrak." In rendering its decision, the Board articulated the principle that "[w]hether an intrastate rail passenger service is part of the interstate rail network is a fact-specific determination based on the totality of circumstances" and "no one factor is controlling." Nothing has changed in the past two years that calls these basic, dispositive findings, or the principles on which they were based, into question.

In TCR's own words, the Project is a closed, insular rail line on a "totally dedicated, grade separated, secure corridor."[11] Or, as the Federal Railroad Administration ("FRA") put it, the Project is a "closed system" that "is not interconnected with any other railroad systems," a "fully sealed corridor with grade-separated crossings" and a "dedicated right-of-way."[12] There is no

[9] Exhibit D, p. 2, 7-8. It must be noted that TCR has yet to explain how it can simultaneously be a railroad (subject to Board jurisdiction) and an interurban electric railway (outside Board jurisdiction), as it continues to allege in its Texas state court pleadings.

[10] Exhibit E.

[11] TCR's Petition for Exemption, p. 2 (submitted Apr. 19, 2016).

[12] *Dallas to Houston High-Speed Rail Environmental Impact Statement Scoping Report,* https://www.fra.dot.gov/eLib/Details/L16346 (last visited May 30, 2018).

physical connection to any other rail line or rail station, including Amtrak. Finally, TCR's proposed system utilizes Japanese technology that lacks interoperability. The Project "will run on dedicated HSR tracks for passenger rail service only and cannot travel on other rail lines."[13] Likewise, no other rail lines can run on TCR's tracks.

Unlike the situation in *California High-Speed Rail Authority—Construction Exemption—In Merced, Madera and Fresno Counties, Cal.*, FD No. 35724, 2013 WL 3053064 (STB served June 13, 2013) ("*Cal-HSR I*"), the Project will not be part of the "interstate rail network" nor will it connect with any existing line of railroad that is part of the general system of rail transportation. The lack of a physical connection with Amtrak or the general rail system stands in sharp contrast with the Board's review of the California High-Speed Rail Authority's Revised Business Plan. As the Board explained, the Authority's "blended" approach to the construction and operation of the rail system would involve "the integration of high-speed trains with existing intercity and commuter/regional rail systems via coordinated infrastructure … and scheduling, ticketing and other means."[14] None of those jurisdictional conferring factors exist here.

In *Cal-HSR I*, the Board also highlighted the fact that "the Authority's business plans and environmental documents indicate that Amtrak operations over the rail system prior to the initiation of high-speed rail operations would be a key component of its blended implementation strategy."[15] Interconnectivity with Amtrak operations would be achieved by servicing terminals that would provide "connections to Amtrak's long-distance interstate routes."[16] By way of example, the Board noted that "Los Angeles Union Station, the preferred HST station option to

[13] *Id.*

[14] *Cal-HSR I,* 2013 WL 3053064 at *3.

[15] *Id*. at *8.

[16] *Id*.

serve Los Angeles, is the primary destination for several existing passenger rail services, including Amtrak's intercity service (Pacific Surfliner) and four interstate lines (Southwest Chief, Texas Eagle, Coast Starlight, and Sunset Limited)."[17]

In finding jurisdiction, the Board identified several factors on which it based its decision:

1. Extensive interconnectivity with Amtrak;
2. Interstate passenger service;
3. Stations connected to Amtrak;
4. Amtrak would operate on the tracks; and
5. Blended operations with Amtrak.

The Board stated that it was finding jurisdiction over construction of a rail service "that would entail extensive interconnectivity with Amtrak, an interstate passenger service, both in having 'preferred' station sites that would allow passengers to connect and access Amtrak, as well as having Amtrak operate on the lines to be constructed. These 'blended operations' with Amtrak establish a sufficient link to the interstate rail network to bring this Project within the Board's jurisdiction."[18] The same cannot be said of TCR's Project, as illustrated by the following chart:

Cal-HSR Jurisdictional Factors	**TCR's Project**
1. Extensive interconnectivity with Amtrak	NONE
2. Interstate passenger service	NONE
3. Stations connected to Amtrak	NONE
4. Amtrak would operate on the tracks	NO
5. Blended operations with Amtrak	NONE

[17] *Id*.

[18] *Id*. at *9.

In *Cal-HSR I*, the Board explained that the phrase "as part of the interstate rail network" was added to 49 U.S.C. § 10501(a)(2)(A) to qualify a "new, explicit statutory grant to the agency over *intrastate* rail transportation."[19] The added language primarily related to various tracks mentioned in 49 U.S.C. § 10501(b)(2), such as spur tracks, which were unquestionably part of the general railroad system of standard gauge tracks. They transported not only goods throughout the nation but also passengers between cites and within metropolitan areas. Yet, prior to ICCTA these tracks were outside the Board's jurisdiction if they were located entirely within one state.

Citing its finding in *DesertXpress, LLC—Pet. for Declaratory Order*, FD 34914 (STB served May 6, 2010) ("*DesertXpress"*), the Board reiterated in *Cal-HSR* I that passage of the ICCTA "expanded the agency's jurisdiction to include certain wholly intrastate rail transportation based upon its relationship to the interstate rail network, endorsing a shift in jurisdiction away from the states."[20] However, ICCTA did not provide the Board with jurisdiction over interurban electrical railways located in a single state that are *not part of the general system of rail transportation*.[21] Such lines remain subject to State jurisdiction.

Having explained the coverage of its newly expanded jurisdiction, the Board then focused on the broad definition of "transportation," which was not changed when ICCTA was enacted. As the Board noted, "[t]he broad definition of 'transportation,' in turn is incorporated within the definition of *'rail carrier.' With the exception of street railways, a rail carrier is 'a person providing common* carrier rail transportation for compensation.' 49 U.S.C. § 10102(5)." It then reasoned that "[b]ecause 'transportation' can mean facilities or services related to the carriage of

[19] *Cal-HSR I*, 2013 WL 3053064 at *9.

[20] *Id.* at *30. (emphasis added).

[21] 49 U.S.C. § 10102(5).

passengers only, DesertXpress would be a 'rail carrier' under the ICA,* and the 'general system of rail transportation' referred to in section 10102(5) …."[22] The Board concluded, "[t]aken together, the definitions of 'transportation' and 'rail carrier' strongly support the view that a passenger-only line that *crosses a state boundary is within the Board's jurisdiction 'as part of the interstate rail network'* without being connected to the provision of freight rail service."[23] TCR's Project, however, does not cross any state boundary.

Moreover, former Vice Chairman Mulvey in his dissenting opinion in *All Aboard Florida—Operations LLC and All Aboard Florida—Stations—Construction and Operation Exemption—In Miami, Fla. And Orlando, Fla,* FD 35680, 2012 WL 6659923 (STB served Dec. 21, 2012), raised additional relevant questions to consider in this jurisdictional analysis:[24]

- First, does the planned project perform within an existing interstate freight rail line right-of-way?
- Second, will the planned project's newly constructed line carry an existing rail carrier's freight traffic?
- Third, will the new line have a terminal at or near a hub for interstate commerce?

First, TCR's operations will *not* be performed within an existing interstate freight rail line right-of-way. Second, TCR's proposed line will *not* be able to carry an existing rail carrier's freight traffic along with passenger traffic. And third, TCR's line will *not* have a terminus at or near a hub for interstate commerce.[25]

[22] *DesertXpress*, slip op. at 12-13.

[23] *Id*. at 13.

[24] *All Aboard Florida*, 2012 WL 6659923 at *5 (Mulvey dissent).

[25] On a related note, although the Orlando International Airport Authority may have been "using the prospect of the AAF line to market the Orlando airport as an emerging 'intermodal gateway'," none of the

Based on the reasoning expressed in *Cal-HSR I*, *DesertXpress* and *All-Aboard Florida*, the Board lacks jurisdiction over TCR's Project. There simply is no true interconnectivity that would pull TCR's Project within the general system of rail transportation.

C. TCR's "paper bridge" with Amtrak is merely an unenforceable "agreement to agree" that does not constitute substantially changed circumstances.

TCR attached to its Petition to Reopen two "agreements" with Amtrak: (1) a Reservation and Ticketing Agreement dated October 13, 2017 ("RTA"); and (2) a Voluntary Coordination Agreement dated December 6, 2016 ("VCA"). TCR claims that these documents constitute "concrete plans" with Amtrak warranting a reopening of this proceeding based on "substantially changed circumstances."[26] TCR is wrong for two reasons.

First, the RTA and VCA are not enforceable agreements. They lack essential terms relating to, among other things, the scope, price and duration of services. Second, TCR ignores the qualification that the Board's fact-specific jurisdictional determination is based on "the totality of circumstances" and "no one factor is controlling." Based on this standard, even if some of the provisions in the RTA or VCA were found to be enforceable, the Board still lacks jurisdiction.

1. The RTA and VCA do not contain enforceable through ticket provisions.

At best, the RTA is an "agreement to agree," as demonstrated throughout its provisions. For example, Section 2.1 states that "prior to" development of actual services, Amtrak and TCR "shall agree upon the scope and cost of work required" and TCR "shall provide to Amtrak notice in writing to proceed." Based on this provision alone, TCR could unilaterally choose *not* to trigger the commencement of services altogether, assuming any such services are developed.

---

four airports in Dallas or Houston (DFW, DAL, IAH, HOU) have taken any steps to market any connection with TCR, including Dallas Love Field, the home base of Southwest Airlines.

[26] Petition to Reopen, p. 1.

As another example, Section 1.1 of the RTA states that TCR shall provide Amtrak information regarding its fares and schedules "in the manner mutually agreed upon by the Parties." Similarly, Section 1.2 states that TCR shall accept through tickets generated by Amtrak in accordance with the certain technical specifications "to be mutually agreed upon by the Parties." In both instances, TCR and Amtrak have merely "agreed to agree" at a later date.

As a third example, Section 1.4 states that "[t]he Parties agree to explore" opportunities for providing certain tickets through reservation and ticketing systems "to be developed" by TCR. And, the fees applicable to the sale of these tickets "shall be upon such terms as the Parties may agree." Here again, the parties have left essential terms open for future exploration and consideration, rendering the agreement unenforceable on its face.

With respect to the VCA, TCR does not appear to be relying on it as the controlling "Through Ticket Agreement." TCR cites to the VCA only a handful of times, none of which relate to any essential terms of a through ticketing arrangement with Amtrak.[27] Moreover, the RTA states that in the event of a conflict with the VCA, the RTA controls.[28] As such, were TCR to claim that the VCA (rather than the RTA) contains enforceable through ticketing provisions, any such provisions would be superseded by the unenforceable provisions contained in the RTA.

In sum, neither the RTA nor the VCA constitute a "clearly defined arrangement to connect passengers using through ticketing," as TCR suggests.[29] At most, uncertainties exist that must first be resolved by the courts, not the Board.[30]

---

[27] Petition to Reopen, p. 6-7.

[28] RTA at Section 15.

[29] Petition to Reopen, p. 2-3.

[30] *See Dyno Nobel, Inc. and Dyno Nobel Louisiana Ammonia, LLC v. NuStar Pipeline Operating Partnership, LP*, STB No. 42147, 2017 WL 1104830 (STB served Mar. 24, 2017); *see also General Railway Corporation, d/b/a Iowa Northwestern Railroad – Exemption for Acquisition of Railroad Line –*

2. Even if the RTA and VCA were enforceable, the Board still lacks jurisdiction over the Project based on the totality of circumstances.

By insisting that a through ticketing arrangement with Amtrak, by itself, is sufficient to make TCR part of the interstate rail network, TCR ignores two important qualifications regarding the Board's fact-specific jurisdictional analysis. First, the Board's determination is based on "the totality of circumstances."[31] Second, "no one factor is controlling."[32]

To be clear, the only alleged evidence of changed circumstances TCR offers is two unenforceable agreements with Amtrak—the RTA and VCA—both of which expire after three years. Importantly, TCR will have no physical connection to Amtrak's rail service. It will share no stations or infrastructure with Amtrak. TCR cannot not run its system on any other track, and no other rail system can run on TCR's track.

TCR has not even attempted to address the lack of any physical connection with Amtrak other than to state in vague terms, in a single paragraph of the VCA, that it will provide some sort of unspecified transfer service to and from the TCR and Amtrak stations in Dallas and Houston (1.2 miles and 9+ miles apart, respectively).[33] Taking into account the totality of circumstances, TCR's linear focus on its unenforceable agreements truly misses the point.

Given the substantial, well-documented adverse impacts on the State of Texas, and the counties, landowners and citizens along the affected corridor, jurisdiction over TCR's isolated,

---

In Osceola and Dickinson Counties, IA, STB Docket No. 34867, slip op. at 4 (served June 15, 2007); *Kansas City Power & Light Co. v. Burlington Northern Railroad Co.*, 740 F.2d 780, 785 (10th Cir. 1984); *Cleveland-Cliffs Iron Co. v. ICC*, 664 F.2d 568, 591 (6th Cir. 1981).

[31] *T.C.R.I & T.C.R.—Petition for Exemption—Passenger Rail Line Between Dallas and Houston, Tex.*, FD No. 36025, 2016 WL 4594246 at *3 (STB served July 18, 2016) (citing *Cal-HSR I*, FD 35724, slip op. at 11-15; *All Aboard Fla.-Operations LLC*, FD 35680, slip op. at 3)

[32] *Id*. (citing *Cal-HSR I*, FD 35724, slip op. at 11-15; *All Aboard Fla.-Operations LLC*, FD 35680, slip op. at 3-4).

[33] VCA at Section 6.

closed system should remain with the State of Texas. When (not if) the Project fails, the State of Texas and its citizens should bear full responsibility for allowing TCR to commence construction, in the event that decision is ever made. Presently, however, the Texas Legislature, in recognition of the inevitable financial disaster TCR's Project poses, has already enacted legislation prohibiting the use of *any* State funds for this unnecessary, ill-advised high-speed rail project.[34]

II. If the Board takes jurisdiction over the Project, it must require TCR to file a full application.

On May 31, 2016, TAHSR filed its Reply to Petition for Exemption ("Exemption Reply"). TAHSR explained that due to the following factors, among others, the Board must require TCR to file an application before any decision is made:[35]

1) The Project's sheer magnitude — $15 to $18 billion;

2) The unfathomable environmental impact of a 240-mile-long berm 20 feet high;

3) The substantial adverse impact on tens of thousands of Texas citizens and landowners and the communities in which they live;

4) The prohibition on grade crossings which threatens to freeze any future road expansion in the affected counties; and

5) The enormous cost and complexity of constructing and operating this "first of its kind" high-speed train in the United States.

TAHSR also asked the Board to consider two additional crucial facts regarding TCR's claim that the Project will be "privately funded":[36]

1) TCR is an unproven start-up that is grossly undercapitalized; and

2) TCR has presented no evidence that it has the necessary funding to construct and operate the Project.

---

[34] 2017 Texas Senate Bill No. 977, Texas Eighty-Fifth Legislature, https://capitol.texas.gov/BillLookup/Text.aspx?LegSess=85R&Bill=SB977.

[35] TAHSR Exemption Reply, p. 2.

[36] *Id*. at 3.

Rather than repeating its arguments here, TAHSR incorporates its Exemption Reply and urges the Board to give it due consideration. In this Reply, TAHSR will focus on new facts that further demonstrate the need for a full application.

A. TCR still has not complied with 49 CFR §1121.3.

Based on its Petition to Reopen, it appears TCR is standing on its Petition for Exemption as submitted on April 19, 2016. If that is the case, the Board should summarily reject TCR's request for an exemption due to its failure to comply with 49 CFR §1121.3, which mandates:

> (a) A party filing a petition for exemption *shall* provide its case-in-chief, along with its supporting *evidence, workpapers, and related documents* at the time it files its petition.
>
> (b) A petition must comply with *environmental or historic reporting* and notice requirements of 49 CFR part 1105, if applicable.
>
> (c) A party seeking revocation of an exemption or a notice of exemption *shall provide all of its supporting information at the time it files its petition*. Information later obtained through discovery can be submitted in a supplemental petition pursuant to 49 CFR 1121.2. (emphasis added).

By including with its Petition only a 1-page map showing route alternatives and a verified statement of its (now former) CEO Tim Keith, TCR failed to provide supporting evidence, workpapers, or related documents. Thus, TCR's Petition must be denied pursuant to §1121.3(a).

TCR also failed to comply with §1121.3(b), which requires a petitioner to meet the environmental reporting requirements under 49 CFR §1105. TCR failed to include an Environmental Report as required by §1105.7. Moreover, the FRA has yet to complete the mandatory National Environmental Policy Act ("NEPA") evaluation of TCR's Project. Although

the FRA published its Draft Environmental Impact Statement ("DEIS") in December 2017,[37] the DEIS is replete with errors and there is no expected publication date for the Final EIS.[38]

Moreover, TCR has not established eminent domain authority in Texas. In fact, on the same day TCR filed its Petition to Reopen, TCR filed a Texas state court lawsuit seeking: (1) a declaration that it has eminent domain authority in Texas; and (2) an injunction to allow it to perform surveying activities for the Project's environmental review.[39] Even TCR Vice President David Hagy admitted that the eminent domain issue "is in dispute."[40] Without such authority, TCR cannot enter onto private property to take surveys needed for the Project. Thus, unless TCR establishes eminent domain authority, TCR will never be able to meet the requirements of §1105.7.

B. Given the numerous false and misleading representations TCR made in 2016, the Board must require TCR to file a full application.

In its Petition for Exemption, which included the Verified Statement of former CEO Tim Keith, TCR made a variety of claims regarding the Project that were false or misleading. As will be shown, the Board cannot take TCR at its word. It must require a full application.

1. TCR misrepresented the Project's costs.

In 2016, TCR told the Board that the "total cost of civil construction and the core system is estimated to be over $10 billion."[41] TCR provided no support for this lowball estimate other than the unsubstantiated statement of former CEO Tim Keith.

---

[37] FEDERAL RAILROAD ADMINISTRATION, Dallas to Houston High-Speed Rail – Draft Environmental Impact Statement (Dec. 15, 2017), https://www.fra.dot.gov/Page/P1078 (last visited May 30, 2018).

[38] On March 9, 2018, TAHSR filed its comment to the DEIS, which it fully incorporates here. Exhibit F.

[39] Exhibit D.

[40] ABC 13, *8 sheriffs say they weren't consulted on Texas High Speed Rail emergency plan* (Mar. 1, 2018), http://abc13.com/traffic/high-speed-rail-emergency-plan-never-vetted-by-sheriffs/3161771/.

[41] Petition for Exemption, p. 4.

TCR now estimates costs of $15-18 billion.[42] Moreover, infrastructure experts from the Reason Foundation believe costs will exceed $20 billion.[43] Even more concerning, TCR has steadfastly refused to produce any objective, reliable data in support of any of its constantly changing estimates.[44] In truth, it seems TCR is plucking them out of thin air. The Board should require a comprehensive accounting of costs, backed by objective data from independent experts.

2. To make up for rising costs, TCR has increased its already grossly inflated ridership projections.

In 2016, TCR told the Board that the Project "will attract four million riders annually by the year 2025.[45] Again, TCR relied on the unsubstantiated statement of CEO Tim Keith.[46] TCR also told the Board that "by 2026, approximately 20% of all Dallas-Houston travelers will choose Texas Central's high-speed passenger service."[47]

Subsequently, TCR published a "ridership brochure" on its website.[48] In the brochure, TCR now claims that "NEARLY 5 MILLION PASSENGERS ARE FORECAST TO USE THE BULLET TRAIN BY 2026 AND 10 MILLION PASSENGERS BY 2050."[49] (emphasis is TCR's). And, TCR now boasts that its 5 million passenger projection accounts for "almost 25 percent of

[42] DEIS at ES.9.15 ("TCRR estimates (see Appendix F, TCRR Conceptual Engineering Design Report) capital costs for the HSR system between $15 billion and $18 billion (2017)).")

[43] Exhibit G - Feigenbaum Summary Report, p. 6.

[44] In addition, TCR has yet to provide an operating plan, operational or maintenance data, or any estimates of annual operating and maintenance costs. Not only will TCR have to pay back massive construction loans and service the high-risk interest returns to its investors, it will also have to cover substantial operating and maintenance costs in order for the Project to be financially feasible.

[45] Petition for Exemption, p. 8.

[46] After TAHSR explained to the Board in detail why TCR's ridership projections were greatly exaggerated, TCR belatedly submitted its supposed "ridership studies" under seal.

[47] Petition for Exemption, p. 8.

[48] Exhibit H - http://www.texascentral.com/wp-content/uploads/2016/11/Ridership-Brochure.pdf.

[49] *Id.*

all trips between North Texas and Houston" and "30% of the anticipated number of long-distance trips between North Texas and The Greater Houston Metro Area."[50] As TAHSR will demonstrate in this Reply, TCR's ridership projections are not grounded in reality.

3. TCR told the Board the Project would be privately funded when, in fact, TCR knew it would be aggressively pursuing federal loans.

In 2016, TCR represented that the Project's costs were "being privately developed" and that it is "a privately sponsored high-speed passenger rail project—with private equity at risk during development, construction, and operation."[51] TCR also told the Board that its proposal to construct the Project "with private dollars—is manifestly consistent with USDOT's stated policy objective of developing a robust network of high-speed passenger rail lines."[52] At the time TCR made these statements, they knew them to be false or misleading.

In 2014, TCR entered into a Memorandum of Understanding with the FRA that specifically states that TCR "may submit applications to the [FRA] for loans."[53] In 2015, TCR admitted that it may rely on Transportation Infrastructure Finance and Innovation Act loans, Railroad Rehabilitation and Improvement Financing loans and potentially Transportation Investment Generating Economic Recovery and other federal funding.[54] Also in 2015, former Ambassador Ron Kirk, a TCR spokesman, conceded that TCR will aggressively pursue these federal loans.[55]

---

[50] *Id*.

[51] Petition for Exemption, p. 4, 16.

[52] *Id*. at 24.

[53] Exhibit I.

[54] *See, e.g.*, Eric Nicholson, *Texas Central Railway's Fuzzy Definition of 'Privately Financed,'* DALLAS OBSERVER (Aug. 11, 2015), http://www.dallasobserver.com/news/texas-central-railways-fuzzy-definition-of-privatley-financed-7479867.

[55] Brandon Formby, *Biden calls Dallas-Houston bullet train beginning of new transportation era in America*, DALLAS MORNING NEWS (Nov. 18, 2015), http://transportationblog.dallasnews.com/2015/11/as-biden-addresses-infrastructure-spending-in-dallas-lawmakers-grapple-with-funding-in-d-c.html/.

4. TCR told the Board that it must meet "key milestones" because construction would begin in 2017 and passenger service in 2021.

In 2016, TCR told the Board, without documentation, that "[t]he private financing of construction costs—estimated to be over $10 billion—is based on meeting key milestones within defined timeframes."[56] TCR also told the Board that its "business model calls for it to begin construction in 2017"[57] and that "[w]e currently anticipate that construction will begin in 2017."[58] Finally, TCR represented that it "plans to initiate passenger service by late 2021."[59]

TCR's website now claims that it could begin construction "as early as 2019."[60] As for the commencement of passenger service, TCR hopes to begin service by 2023 or 2024.[61]

In fact, the Project was nowhere near shovel ready in 2016 nor is it near shovel ready now. TCR still has not established eminent domain authority in Texas. Without such authority, TCR cannot conduct surveys or acquire land needed for the Project. TCR still does not have funding, a significant concern discussed in detail below. And, the FRA still has not finalized the route or issued a Final EIS, which might not happen for years.

C. TCR still does not have any funding for its Project.

TCR has admitted under oath that it has secured less than 1% of the financing it needs to construct the Project.[62] In addition, TCR has failed to disclose how (or when) it expects to raise the $18-$20 billion needed for the Project.

---

[56] Petition for Clarification, p. 3-4.

[57] *Id*. at 3.

[58] Petition for Exemption, p. 4.

[59] Petition for Clarification, p. 3.

[60] https://www.texascentral.com/facts/. ("Following the release of the DEIS on December 15, 2017, we could begin construction as early as 2019.").

[61] Exhibit J, p. 16; Exhibit K; DEIS at Appendix F, TCR Constructability Report, Appendix A8.

[62] Exhibit L.

The Board must assess TCR's financial fitness in order to protect "the affected communities from needless disruptions and environmental impacts if the applicant were to start construction but not be able to complete the project and provide the proposed service.'"[63] The Board has previously stated that "to properly analyze the transportation merits of the proposed action, accurate financial information is an essential component of a construction application."[64]

In *Great Lakes Basin Transportation, Inc.*, the Board rejected an application from Great Lakes Basin Transportation ("GLBT") to build a 261-mile rail line because GLBT's assets of $151 were "clearly deficient" for purposes of constructing the rail line.[65] In doing so, the Board also determined that it could not "reasonably rely" on the financial information purporting to show GLBT's financial condition.[66]

Previously, in *California High-Speed Rail Authority—Construction Exemption—In Fresno, Kings, Tulare, and Kern Counties*, FD No. 35274, 2013 WL 6328523 (STB served Dec. 4, 2013) ("*Cal-HSR II*"), the Board denied the Authority's request for a conditional grant of exemption authority on the transportation aspects of the project prior to completion of the environmental review.[67] In her concurrence, Chairman Begeman cautioned against approval of any segments of this "enormous" project unless the Board "first carries out a comprehensive analysis of the segment at issue, including its financial fitness."[68] She stated that the Board "should

[63] *Tongue River Railroad Company, Inc.—Construction and Operation—Western Alignment*, FD No. 30186, 2007 WL 2936132 at *8 (STB served Oct. 9, 2007)).

[64] *Great Lakes Basin Transp., Inc.—Rail Construction and Operation*, FD No. 35952, 2017 WL 3835978 at *4 (STB served Aug. 31, 2017) (citing *Tongue River R.R.*., slip op. at 14).

[65] *Id*. at *4.

[66] *Id*.

[67] *Cal-HSR II*, 2013 WL 6328523 at *2.

[68] *Id*. at *4. Similarly, in *Cal-HSR I*, Chairman Begeman dissented from the Board's decision to grant an exemption on the incomplete record before it. In doing so, she expressed her concern that the Board was

also understand its funding aspects, and then make a decision on a full record."[69] Finally, Chairman Begeman noted the complete lack of information regarding the Authority's financial condition: "The Authority's current petition fails to include any details about the project's finances. That void needs to be corrected before the Board acts further."[70]

Here, TCR has provided *no* information regarding its financial condition. Without a full record and assurance that sufficient funding is in place, the Board must deny TCR's Petition for Exemption. TCR should be required to demonstrate the extent to which funds are now available, the source(s) of funding, and a timeline regarding the acquisition of remaining funds. TCR must disclose this information to ensure that Texans are not left saddled with a half-built project.

D. TCR's ridership projections are not grounded in reality.

1. Common sense dictates that TCR's ridership projections are greatly exaggerated.

TCR currently projects that it will attract 5 million passengers per year by 2026, two years after the Project is expected to commence service.[71] This annual total equates to approximately 13,700 passengers per day. By comparison, 2,685 passengers flew between Dallas and Houston per day during the eight quarters spanning 2015 Q3 through 2017 Q2.[72] Even assuming that TCR could divert *all* of these airline passengers, it must also convince more than 11,000 Dallas to Houston vehicle travelers—each and every day—to take its high-speed train to meet its projection.

---

setting dangerous precedent "in its dash to meet the authority's tight deadlines." *Cal-HSR I*, 2013 WL 3053064 at *20.

[69] *Id.*

[70] *Id.*

[71] Exhibit H.

[72] U.S. Department of Transportation's Domestic Airline Consumer Airfare Reports (last visited May 30, 2018), https://www.transportation.gov/office-policy/aviation-policy/domestic-airline-consumer-airfare-report-pdf.

The heavily trafficked Union Station in Washington, D.C., which has been in service since 1907, currently serves approximately 5 million passengers annually,[73] including a large number of daily commuters who transfer to the subway to get to work along with travelers headed to BWI Airport. TCR's Project will serve neither of these constituencies. In Philadelphia, 30th Street Station currently transports approximately 4.3 million passengers annually.[74] Given these statistics and the fact that there is no existing customer base for its Project, the notion that TCR will achieve its 5 million annual ridership projection, or anything remotely close to it, is pure fantasy.

2. Independent infrastructure experts from the Reason Foundation concluded that the Project will fail "spectacularly."

The Reason Foundation is a non-partisan think tank whose public policy research "promotes choice, competition, and a dynamic market economy as the foundation for human dignity and progress." According to its website, Reason produces "rigorous, peer-reviewed research and directly engages the policy process."[75]

One of Reason's transportation infrastructure experts, Baruch Feigenbaum, published a study in 2013 titled *High-Speed Rail in Europe and Asia: Lessons for the United States*.[76] In his study, which examined the prospects for high-speed rail in the U.S., Feigenbaum noted that only two high-speed rail lines in the world are profitable: Paris-Lyon in France and Tokyo-Osaka in Japan. Feigenbaum concluded that most U.S. high-speed rail lines would "lose substantial amounts of funds. Only the Northeast Corridor could potentially break even."

---

[73] AMTRAK NATIONAL FACTS, https://www.amtrak.com/national-facts (last visited May 30, 2018).

[74] *Id.*

[75] https://reason.org/.

[76] Baruch Feigenbaum, *High-Speed Rail in Europe and Asia: Lessons for the United States*, REASON FOUNDATION (May 2013), https://reason.org/wp-content/uploads/2013/05/high_speed_rail_lessons.pdf.

In 2017, after a thorough analysis of TCR's Project, the Reason Foundation released a report titled *Texas High Speed Rail: Caution Ahead* that included both a summary[77] and 65-page detailed analysis[78] of its conclusions. The following table displays an overview of Reason's concerns with TCR's Project:[79]

Table 1: Summary of Concerns with Texas High-Speed Rail Plan

Concern	Details	Impact
Cost v. Ridership	Successful high-speed rail lines have been built in countries when and where land is cheaper and easier to acquire, construction costs are cheaper, and ridership is much higher.	Major
No Existing Passenger Rail Service	More than 2/3 of high-speed rail passengers have come from existing transit service. Without existing conventional rail service, a larger share of passengers must come from air and passenger vehicles.	Major
Airport Proximity to Downtown	Both Dallas and Houston have airports located within seven miles of downtown. High-speed rail has been successful in cities where airports are far or challenging to get to from downtown.	Major
Limited Transit Service	Both Dallas and Houston have limited rail transit networks. Houston has just redesigned its bus network, but the cities' transit networks are not designed to funnel passengers downtown. In cities with successful high-speed rail, five to 12 times more people were transit users than in Dallas and Houston.	Moderate
Low Population Density	Dallas ranks 143rd in population within 2 miles of downtown and Houston ranks 36th. Most high-speed rail services rely on travelers who live downtown because it is more convenient for those living outside of downtown to fly.	Moderate
Low Employment Density	Dallas ranks 16th in employment within 2 miles of downtown and Houston ranks 15th. High-speed rail lines cater to downtown employees since it is more convenient to take the rail line than fly.	Moderate
Car Ownership	Car ownership rates are 25%–50% higher in Dallas and Houston than in cities with successful high-speed rail. Car ownership affects not just the number of travelers who drive, but also the density and spatial structure of a city.	Minor

Based on its review of "verifiable data from U.S. and Texas public and private transportation services, historic data taken from worldwide high-speed rail operations, and the unique land use and transportation characteristics of the Dallas to Houston corridor," Reason estimated TCR's 2035 annual ridership at 1.4 million passengers.[80] According to Reason, TCR's "ridership projection of 4 to 5 million annual passengers is not grounded in reality."[81] Reason

[77] Exhibit G - Baruch Feigenbaum, *Texas High Speed Rail Requires Caution – Summary Report*, REASON FOUNDATION (Feb. 6, 2017), https://reason.org/wp-content/uploads/files/texas_high_speed_rail.pdf.

[78] Exhibit M - Baruch Feigenbaum, *Texas High Speed Rail Requires Caution – Detailed Analysis*, REASON FOUNDATION (Feb. 2017) https://reason.org/issue-brief/texas-high-speed-rail-requires-caution/.

[79] Exhibit G - Feigenbaum Summary Report, p. 4.

[80] Exhibit M - Feigenbaum Detailed Analysis, p. 40.

[81] *Id*. at 52.

stated that TCR's overstated projections are symptomatic of "demand exaggeration" and that "to the best of our knowledge and despite requests, [TCR] has not provided any objective or verifiable data to support its projections."[82] With respect to costs, Reason believes that "actual construction costs may exceed $20 billion."[83]

Reason concluded its analysis with several stern warnings related to the Project. First, Reason cautioned that "Texas elected officials, lenders, investors and taxpayers should demand full disclosure and pay close attention to the details because we do not believe that Texas Central can build the rail line without significant public subsidies."[84]

Second, Reason commented that although it strongly supports privately constructed high-speed rail, it cannot support TCR's Project. According to Reason, "[i]n spite of their large and growing populations, Dallas and Houston are poster children for big cities where high-speed rail has no chance of succeeding without public funding unless land use and transit patterns change dramatically."[85]

Third, Reason conceded that it truly hopes high-speed rail becomes a reality in the U.S., preferably through private development and implementation.[86] However, Reason is concerned that TCR's Project "will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance."[87]

---

[82] *Id*. at 40.

[83] Exhibit G - Feigenbaum Summary Report, p. 6.

[84] *Id*. at 8.

[85] *Id*. at 7.

[86] *Id*.

[87] *Id*.

Back in 2008, a Reason Foundation review of the California high-speed rail plan called its ridership projections "the most unrealistic projections produced for a major transport project anywhere in the world."[88] Unfortunately, those words fell on deaf ears. A decade later, California finds itself mired in a boondoggle, with rising costs and never ending delays.

Reason is now sounding the alarm again. As will be shown in this Reply, the FRA in its DEIS declined to consider the financial fitness of TCR or the financial viability of the Project. Thus, the Board must heed Reason's warning and conduct its own analysis before allowing TCR to permanently alter the Texas environmental landscape for a project destined for failure.

3. The Texas Department of Transportation concluded that TCR has overestimated ridership while underestimating costs.

In 2013, the Texas Department of Transportation (TxDOT) issued its Texas Statewide Ridership Analysis Report *Statewide Analysis Model – Version 2.5*.[89] TxDOT, an agency with decades of experience analyzing massive infrastructure projects, forecasted 2035 annual ridership between 0.7-2.7 million passengers for TCR's Project.[90] As for costs, TxDOT estimated upfront capital costs of $18.3 billion.[91]

4. The former Chief Maglev Scientist of the FRA concluded that the Project is destined for "certain failure."

In its initial Reply, TAHSR introduced a declaration from John T. Harding, PhD, former Chief Maglev Scientist for the FRA, in which he performed an analysis of TCR's projections

[88] Wendell Cox, Joseph Vranich and Adrian Moore, *The California High-Speed Rail Proposal: A Due Diligence Report*, POLICY STUDY NO. 370, REASON FOUNDATION (Sep. 2008), https://reason.org/wp-content/uploads/files/1b544eba6f1d5f9e8012a8c36676ea7e.pdf.

[89] Texas Department of Transportation, issued its Texas Statewide Ridership Analysis Report *Statewide Analysis Model – Version 2.5* (2013), https://ftp.dot.state.tx.us/pub/txdot-info/rail/rail-ridership-report-1213.pdf.

[90] *Id*. at 71.

[91] *Id*.

compared with facts contained in TxDOT's report.[92] Much like the Reason Foundation and TxDOT, Dr. Harding concluded that TCR's ridership projections are greatly exaggerated, to the tune of almost six times that of his projections, which he based on objective, verifiable data.

Dr. Harding ran a financial feasibility scenario in which he gave TCR the full benefit of the doubt. Using TCRR's own projections and cost estimates, Dr. Harding believes that by 2035 TCR will run an annual loss of $250 million.[93] To clarify, this *quarter billion-dollar deficit* occurs after 15 years of operation, when the Project should be running at or near optimal levels. Based on his analysis, Dr. Harding determined that there appears to be no reasonable likelihood that TCR could repay its investment, much less cover operating costs, with a realistic appraisal of ridership. In fact, he concluded that the Project is destined for "certain failure."[94]

E. The Board must assess financial feasibility because the FRA has chosen not to.

1. In the DEIS, the FRA removed economic viability from the "Purpose" of the Project.

Under NEPA, the FRA "bears the responsibility for defining at the outset the objectives of an action."[95] With respect to this responsibility, the FRA "must look hard at the factors relevant to the definition of purpose."[96] Those factors, as announced by TCR at the outset, were:

- Is the Project safe?
- Is the Project reliable?
- Is the Project economically viable?

[92] TAHSR Exemption Reply, Exhibit H, Verified Statement of John T. Harding (submitted May 31, 2016).

[93] *Id*. at ¶ 21.

[94] *Id*. at ¶ 26.

[95] *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 196 (D.C. Cir. 1991).

[96] *Id*.

Yet, as explained below, the DEIS contains no economic viability analysis. The FRA removed this factor entirely, choosing instead to accept TCR's exaggerated, unsupported claims without further inquiry. The Board must not do the same.

a. In the Screening Report, TCR told stakeholders that the Project must be "economically viable" in order to meet its purpose.

On March 22, 2015, TCR issued a Screening Report to all stakeholders.[97] TCR stated: "The purpose of the privately proposed Project is to provide reliable, safe, and economically viable passenger rail transportation using proven high-speed rail technology."[98] In order to achieve this objective, TCR stated that the Project must meet certain criteria, including economic viability:

- Economic: achieve a favorable return on investment when weighing expected ridership and revenue against estimated project capital investments, project delivery schedule, and long-term operations and maintenance expense.

In the FAQ section of the Screening Report, CEO Tim Keith stated, "the FRA must carry forward potential corridor alternatives that meet the Project's purpose and need, which includes the requirement that the project be 'economically viable.'"[99]

b. In the Scoping Report, the FRA announced that it would take TCR at its word that the Project is economically viable.

In April 2015, the FRA released its Scoping Report.[100] In the Scoping Report, the FRA stated that through the screening process, TCR determined that "the Project is feasible and

[97] *TCR's Step 1 Screening of Corridor Alternatives Report*, http://www.texascentral.com/wp-content/uploads/2015/09/Step-1-Screening-of-Corridor-Alternatives-Report.pdf (last visited May 30, 2018).

[98] *Id*. at 5.

[99] *Id*. at Frequently Asked Questions, p. 5.

[100] *Dallas to Houston High-Speed Rail Environmental Impact Statement Scoping Report,* https://www.fra.dot.gov/eLib/Details/L16346 (last visited May 30, 2018).

economically viable from Dallas to Houston."[101] TCR estimated ridership of "12,000 passengers per day,"[102] totaling 4.38 million passengers annually.

In the "Comments on Proposed Purpose and Need" section, the FRA carefully explained that it "is not responsible for verifying TCR's ridership forecasts" and that it "does not maintain financial information on TCR."[103] As such, the FRA could not answer these questions:

- "Why does TCR think people will ride this train?"
- "What ridership data is TCR using?"
- "What will the Project cost and who will get the profit?"

Even though TCR had just told stakeholders that the Project must be economically viable to achieve its purpose, the FRA stated that those issues "are not directly applicable to the NEPA process and should be addressed directly to TCR on their website."[104]

c. In the Technical Report, the FRA endorsed TCR's claims that there was a "need" for the Project and that it would be "profitable" despite having conducted no analysis.

On August 10, 2015, the FRA released its Technical Report.[105] In the Technical Report, the FRA listed a number of "constraints" related to travel between Dallas and Houston on the I-45 corridor.[106] Without attempting to corroborate TCR's assumptions regarding future profitability, the FRA concluded, "[a]s a result of these constraints, combined with the distance between the two metropolitan areas and potential ridership demand, TCR identified an opportunity to develop

[101] Scoping Report at 4.

[102] *Id*. at 9.

[103] *Id*. at 18, 27.

[104] *Id*. at 28.

[105] *Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report,* https://www.fra.dot.gov/eLib/Details/L16978 (last visited May 30, 2018).

[106] Technical Report at 4.

a profitable privately-financed and operated high-speed passenger rail system."[107] Much like in its Scoping Report, the FRA accepted TCR's representations that the Project will be "profitable" and that there is a "need" for it, instead of conducting its own, independent evaluation.

d. In the DEIS, the Project's purpose no longer includes the provision of "economically viable" transportation.

Rather than providing safe, reliable and "economically viable" transportation, the FRA states in the DEIS that the purpose is to provide "reliable and safe high-speed passenger rail transportation between Dallas and Houston."[108] In a footnote, the FRA concedes that "[a]n initial version of the Project Purpose included economic viability. As the Project developed and through coordination with cooperating agencies, FRA determined that economic viability is an objective of TCR, not a component of the Project Purpose."[109]

2. The Board must not blindly adopt TCR's unsupported conclusions regarding the Project's alleged economic impacts.

In the DEIS, the FRA stated: "TCR reported that it would pay a total of $2.5 billion in taxes to state and local jurisdictions by the year 2040." Instead of referencing a study or independent research or analysis, the FRA references only the "Facts" section of TCR's website, which coincidentally does not contain any study, research or analysis.

---

[107] *Id*.

[108] DEIS at 1-5.

[109] DEIS at 1-5 n.3. Removal of economic viability from the Project's purpose fundamentally alters the entire DEIS analysis. If the defined purpose of the Project is to provide "safe, reliable, and economically viable passenger rail transportation," as TCR represented to stakeholders, and the FRA determined that the Project is not economically viable, then the No-Build Alternative suddenly becomes a reasonable alternative that must be closely evaluated. Likewise, none of the Build Alternatives could meet the Project's purpose, and there would be no Project. On the other hand, if the purpose is only to provide safe, reliable transportation, all of the Build Alternatives remain in play, while the No-Build Alternative may be dismissed out of hand. This latter scenario appears to be exactly what happened.

Along these same lines, the FRA states that "ticket sales could generate between $15 billion and $39 billion in sales tax for the state plus $5 billion in local tax revenue."[110] These are the same figures TCR touted in its Petition for Exemption without any supporting research or data.[111]

In sum, the FRA predicated its entire assessment of the Project's need and the viability solely on TCR's unproven word. TAHSR asks the Board to deny TCR's Petition and require more through a full application.

F. Even now—two years after the filing of its Petition for Exemption—the lack of information regarding TCR's Project remains staggering.

In its Exemption Reply, TAHSR submitted a list of basic questions regarding the Project that TCR had failed to answer. Below is that same list including updates:

- **How much is the Project going to cost to build? $12B? $18.3B? More?**
    - Answer: Likely over $20 billion.
- **Who is going to pay for construction costs?**
    - Still no answer.
- **Is all the financing in place yet? What contingencies exist?**
    - Answer: less than 1% of financing in place. Still no answer on source(s) of financing or when financing will be secured.
- **How much is it going to cost to operate and maintain the Project?**
    - Still no answer.
- **What is the final route?**
    - Still undetermined, although the FRA published the preferred route in December 2017 in the DEIS.

[110] DEIS at 3.14-19.

[111] Petition for Exemption, p. 11. According to the Texas Comptroller's Office, Texas does not have a sales tax on transportation. On numerous occasions, TAHSR requested clarification regarding this multi-billion-dollar issue from both the FRA and its consultant AECOM. The FRA declined to reply to the inquiry.

- **Why was the business plan or business model not attached to the Petition?**

    - Still no answer. In fact, TCR still has not released a business plan or model.

- **Why did TCR fail to disclose to the Board the ridership projections and cost estimates from the TxDOT Report?**

    - Still no answer.

- **What are the ridership projections based on?**

    - Still no answer. TCR has fought for years to keep its "ridership studies" hidden from the public.

- **Can the Project succeed financially?**

    - All objective, verifiable data demonstrates that the Project will fail spectacularly.

- **What foreign entities will have collateral rights on this piece of infrastructure?**

    - Still no answer.

- **How much will a ticket cost?**

    - Still no answer. TCR merely states that prices "will be based on a variable pricing model, with consumer demand driving price fluctuations."[112]

- **Is there going to be security screenings at the terminal? If not, why not?**

    - Still no answer.

- **How much private property will need to be acquired through eminent domain?**

    - The answer keeps changing. TCR initially told the public it would need only 3,000 acres, the majority of which would fall within existing right-

[112] https://www.texascentral.com/facts/.

of-way.[113] That number has now ballooned to over 8,000 acres, *none* of which will fall within existing right-of-way.[114]

- **What early financial exits were offered to bring in initial investors?**
    - Still no answer.
- **What is the construction schedule?**
    - Still no answer, although TCR's website now states that "we could begin construction as early as 2019."[115]
- **What are the "key milestones" claimed to be so critical to the Project?**
    - Still no answer.

Instead of answering these basic questions, TCR continues to regurgitate generalized and unsupported statements about how badly Texas "needs" the Project and how "great" it will be for the State. But when it comes to specifics, TCR clings to its mantra of "just take our word for it," which is exactly what it is asking the Board to do here in seeking an exemption.

G. The Board should follow its decision in *Ozark Mountain*.

In the *Ozark Mountain Railroad—Construction Exemption* proceeding, the Board rejected Ozark Mountain's attempt to use the exemption process. Instead, the Board required a detailed construction application for a project far less costly and significant than TCR's.[116] In addition, the Board properly directed Ozark Mountain to provide financial information including "projected construction costs, pro forma profit and loss statements, and funding sources."[117]

---

[113] Screening Report, p. 3.

[114] DEIS at ES-21 (Table 12).

[115] https://www.texascentral.com/facts/.

[116] *Ozark Mountain Railroad – Construction Exemption*, FD No. 32204, 1995 WL 561990 at *4-6 (STB served Sep. 25, 1995).

[117] *Ozark Mountain Railroad – Construction Exemption*, FD No. 32204, 1994 WL 48847 at *3 (ICC served Feb. 19, 1994).

In its Exemption Reply, TAHSR submitted the following chart (which has now been updated) comparing the factors set forth in *Ozark Mountain* to TCR's Project:[118]

FACTORS CONSIDERED BY THE BOARD	**OZARK PROJECT - SPECIFIC FACTS**	**TCR PROJECT - SPECIFIC FACTS**
1. Magnitude of the Project	$300 Million	$18-$20 Billion 60+ times greater than Ozark
2. Serious concerns raised by the public	200 letters from landowners	Approx. 3400 verified citizen statements, plus letters from Federal and State Congressmen, and eight County Opposition Replies
3. Questions as to financial viability	Legitimate questions raised by opponents	Reason Foundation, TxDOT Report, Dr. Harding and common sense nullify viability of TCR's Project
4. Uncertainty as to completion of project	Serious concerns raised by opponents	TCR has shown no ability to raise $18-20 billion, despite the fact that it has been promoting the Project for over five years
5. Project sponsor would not supply financial documents	Railroad's refusal to produce documents was an impermissible collateral attack on Board authority	TCR has refused to provide *any* documents related to its finances
6. Questions as to ridership	Issues raised as to whether 5,000 passengers per day could be achieved	Near impossible goal of over 13,000 passengers per day
7. Undisclosed investors	The Board called Ozark's investor mysterious	TCR's investors are unknown

[118] TAHSR Exemption Reply, p. 16.

In *Ozark Mountain*—an indisputably much less severe fact pattern—the Board concluded that the application process "is the more appropriate vehicle for the Commission to use in considering whether to approve the proposed construction and operation."[119] Here, it is without question that an application is the more appropriate vehicle given TCR's lack of transparency as to the Project's business model, costs, financing, ridership estimates, and economic benefits, not to mention the significant impact the Project will have on thousands of Texans and the communities in which they live.

TAHSR is aware that the *Ozark Mountain* decision does not apply in all circumstances. For instance, in *California High-Speed Rail Authority—Construction Exemption—In Fresno, Kings, Tulare, and Kern Counties, Cal.*, FD No. 35724, 2014 WL 3973120 (STB served Aug. 12, 2014) ("*Cal-HSR III*"), the Board stated that contrary to statements from the opposition, the decision in *Ozark Mountain* did not require that the Authority file an application. The Board explained that in *Ozark Mountain*, "the agency required an application because the project proponent was an entirely unknown entity that had provided no information on its investors or how it proposed to finance the construction of an estimated $300 million rail line."[120] The Board then contrasted Ozark Mountain, an "entirely unknown entity," with the California Authority, "a known California state agency which, with regard to this Line, has received partial funding from a Federal grant."[121] The Board concluded, "[u]nlike the mysterious investors in Ozark Mountain, it is public knowledge that the State of California receives billions of dollars in tax revenues annually, and it is not for the Board to second guess California's budget priorities."[122]

---

[119] *Ozark Mountain Railroad*, 1995 WL 561990 at *2.

[120] *Cal-HSR III*, 2014 WL 3973120 at *9.

[121] *Id.*

[122] *Id.*

TCR is not the Authority. TCR is Ozark Mountain. It is an entirely unknown private entity that has provided *no* information regarding its investors or financial condition. Nor has TCR provided any information regarding how it proposes to finance its $18-20 billion project other than to falsely represent that it will be "privately funded." Unlike the Authority, TCR's investors are a mystery and it does not receive billions of dollars in tax revenues annually. In fact, TCR is a mere start-up that does not generate any revenue. Finally, given that the Board has been provided substantial information "raising serious concerns about the impact of the proposal on the people who live in the area," it should second guess TCR and its representations regarding the Project.[123]

III. Significant adverse impacts will occur if the exemption were granted.

A. Over 3,400 affected Texas landowners and citizens have voiced their opposition to TCR and its Project through verified statements.

While the Project may benefit TCR, its Japanese partners, and a very few number of individuals who wish to travel between Dallas and Houston in 90 minutes by train, the interests of these very few must be weighed against the interests of the thousands of Texans whose entire lives will be impacted by loss of their land and the daily intrusion of trains whizzing by their homes at 200 miles per hour. Attached as Exhibit S are approximately 1,900 verified statements from affected Texas landowners and citizens who are adamantly opposed to the Project and to the relief requested by TCR in its Petitions. These statements are in addition to the over 1,500 landowner and citizen statements TAHSR submitted in May 2016 in its Reply to TCR's Petition for Clarification.[124]

[123] *Id.*

[124] Exhibit 3 to TAHSR's Reply to Petition for Clarification, submitted May 19, 2016.

The mere fact that TAHSR was able to collect this many verified statements on such short notice (in addition to the 1,500 statements it gathered in 2016) speaks volumes to the widespread, consolidated opposition in the affected region. According to the 2018 statements, TCR continues to hide information from the public. Due to TCR's lack of transparency, these citizens are relying on the Board "to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project." Fully aware of the calamitous project in California, these citizens state that "the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train." As the formal representative of these concerned citizens and landowners, TAHSR respectfully requests that the Board give these statements full consideration.

In addition, State Representatives Trent Ashby, Cecil Bell, Jr. Will Metcalf, John Wray and Ernest Bailes, and State Senators Brian Birdwell and Robert Nichols, voice their opposition to TCR and its Project.[125] In their verified statements, these elected officials state that TCR "is attempting to circumvent State Law(s) and County regulations by reopening their application to the STB."[126] In the event the Board takes jurisdiction, these officials ask the Board to take a "hard look" at the Project because "TCR has thus far avoided disclosing any substantiating data to support their claims."[127] And, the Board has already received numerous filings opposing the Project, including from Congressman Joe Barton (filed May 10, 2016) and Congressman Kevin Brady (filed May 13, 2016).

[125] Exhibit N.

[126] *Id.*

[127] *Id.*

Finally, the Project will also substantially impact the farming and ranching community. Attached as Exhibit O is a Verified Statement from the Texas and Southwestern Cattle Raisers Association ("TSCRA"), a 141-year-old trade association with a membership of more than 17,500 beef cattle operations. On behalf of its 55,000 members, many of which who will be impacted by the Project, TSCRA opposes TCR's Petition to Reopen and Petition for Exemption.

B. The Project will adversely impact counties and communities.

The Project's proposed 240-mile-long right-of-way, a sealed corridor, will bisect the ten Texas counties through which it passes. Construction of the rail line embankment will freeze in place the existing road network and obstruct future community development of roadways and transportation networks like school bus routes and bike paths.[128] The physical and jurisdictional issues surrounding roads in the counties through which the Project is proposed to be constructed are nearly insurmountable. Depending on the alternative selected by the FRA, between 231 and 237 roads would be crossed and between 147 to 246 roads would be impacted.[129]

Importantly, several counties have already passed resolutions stating that they will not close, abandon, vacate or alter any county road to accommodate the Project.[130] The counties resolved further that all county roads must be maintained for use by the traveling public at all times during and after construction.[131] These counties also passed resolutions requiring TCR to provide proof of eminent domain authority prior to surveying, constructing, or performing any work on

[128] As explained more fully in TAHSR's comment to the DEIS, this gross oversight renders the DEIS entirely inadequate under NEPA. Exhibit F, p. 69-72.

[129] DEIS at 3.11-73.

[130] *See, e.g.*, Exhibit P.

[131] *Id.*

county property.[132] In the DEIS, the FRA failed to discuss how the Project can be built in the face of this opposition. The passage of these county resolutions constitutes a material change to the design assumptions included in the DEIS—assumptions that are inconsistent with county law.

Moreover, as demonstrated by the Replies to TCR's Petition for Exemption and Petition for Clarification filed by eight Texas counties along the corridor, the Project will have substantial adverse impacts on many aspects of the county road plan and county governance.[133] These substantial concerns regarding how TCR will work with the county government, given its past behavior, caused each of these counties to voice objections to TCR's Petition for Exemption and Petition for Clarification.[134] In addition, several of these counties also oppose TCR's Petition to Reopen, as evidenced by the Verified Statements attached as Exhibit Q.

Finally, Grimes County, a rural Texas county along the proposed corridor, sued TCR and its consultant for nuisance as a result of TCR intentionally conducting unauthorized survey activities on county roads. Grimes County obtained an injunction preventing any further surveying on county property, which TCR has appealed.[135]

CONCLUSION

TAHSR respectfully requests that the Board deny TCR's Petition to Reopen and dismiss this proceeding for lack of jurisdiction. TCR's "agreement to agree" with Amtrak is not a definitive, enforceable through ticketing arrangement. Even if it were, such an agreement is not a

[132] *Id.*

[133] *See* Replies to Petition for Exemption (May 19, 2016) and Replies to Petition for Clarification (May 31, 2016) filed by Ben Leman (Grimes County), Trey Duhon (Waller County), H. M. Davenport (Navarro County), Linda Grant (Freestone County), Carol Bush (Ellis County), Byron Ryder (Leon County), Carl Cannon (Madison County), Daniel Burkeen (Limestone County).

[134] *Id.*

[135] Exhibit R (injunction). The appeal is styled *Texas Central Partners, LLC v. Grimes County, Texas*, No. 14-17-00619-CV, in the Court of Appeals for the Fourteenth Judicial District, Houston, Texas.

substitute for a physical connection. It is merely a "paper bridge" that can be fed to the shredder once TCR obtains jurisdiction and approval to construct.

Alternatively, if the Board determines it has jurisdiction, TAHSR requests that the Board deny the Petition for Exemption for failure to submit supporting evidence, workpapers, and related documents. TAHSR further requests that the Board deny the Petition for Exemption on the basis that the Board lacks sufficient information to make an informed decision. Finally, TAHSR requests that the Board deny on the Petition on the merits because the Project is not in the public's interest.

Granting TCR an exemption will deny the public the opportunity to meaningfully comment and participate despite no real urgency. If the Board will require TCR to file a full application and disclose objective, verifiable information regarding its Project, and allow for discovery and meaningful public comment, the Board will see for itself the looming disaster.

Requiring TCR to file a full application under 49 U.S.C. §10901 is merely requiring TCR to do what is required of any new entity requesting authority to construct; that is, provide the Board with sufficient information regarding the Project so that it can make an informed decision. If the Board grants an exemption without requiring a full application, TCR may never disclose this critical information until it is too late.

Respectfully submitted,

/s/ Richard H. Streeter
Richard H. Streeter
rhstreeter@gmail.com
LAW OFFICE OF RICHARD H. STREETER
5255 Partridge Lane, N.W.
Washington, DC 20016
202-363-2011 (tel.)
202-363-2012 (fax)

Blake L. Beckham

blake@beckham-group.com
M. Patrick McShan
patrick@beckham-group.com
THE BECKHAM GROUP, P.C.
3400 Carlisle, Suite 550
Dallas, Texas 75204
214-965-9300 (tel.)
214-965-9301 (fax)

Counsel for Texans Against High Speed Rail, Inc.

CERTIFICATE OF SERVICE

I hereby certify that I have served all parties of record in this proceeding with this document by United States mail or by e-mail on May 31, 2018.

/s/ Richard H. Streeter

I:/High-speed Train/Surface Transportation Board/Pleadings/TAHSR Reply2 Petition2 Reopen.doc

Exhibit A

Exhibit F

Setting the Record Straight

STB'S RULING ON TEXAS' HIGH-SPEED TRAIN

The Surface Transportation Board (STB) recently clarified that Texas' privately developed high-speed train project does not require board approval. That's because it will be constructed and operated entirely within the state of Texas and will not be part of the interstate rail network. Some have grossly misinterpreted the STB decision and its impact on Texas Central's project linking North Texas and Houston.

Here, fact-checking a news release from a group against the train, we set the record straight:

The STB's decision had nothing – zero – to do with property rights. With or without STB jurisdiction, the purchase of property and the protection of landowners was always a state issue.

False. Once the current federal environmental review process is complete, construction will begin.

False. STB's decision makes clear that the board's approval is not required. By removing a regulatory uncertainty, the construction of high-speed rail in Texas is even closer.

The only thing labeled as "undefined" were prospective plans with Amtrak.

No such authority was requested. And therefore the STB did not deny it. Simply put: STB approval will not be required before construction can start. Look for construction to begin as soon as the federal environmental study is completed by the Federal Railroad Administration.

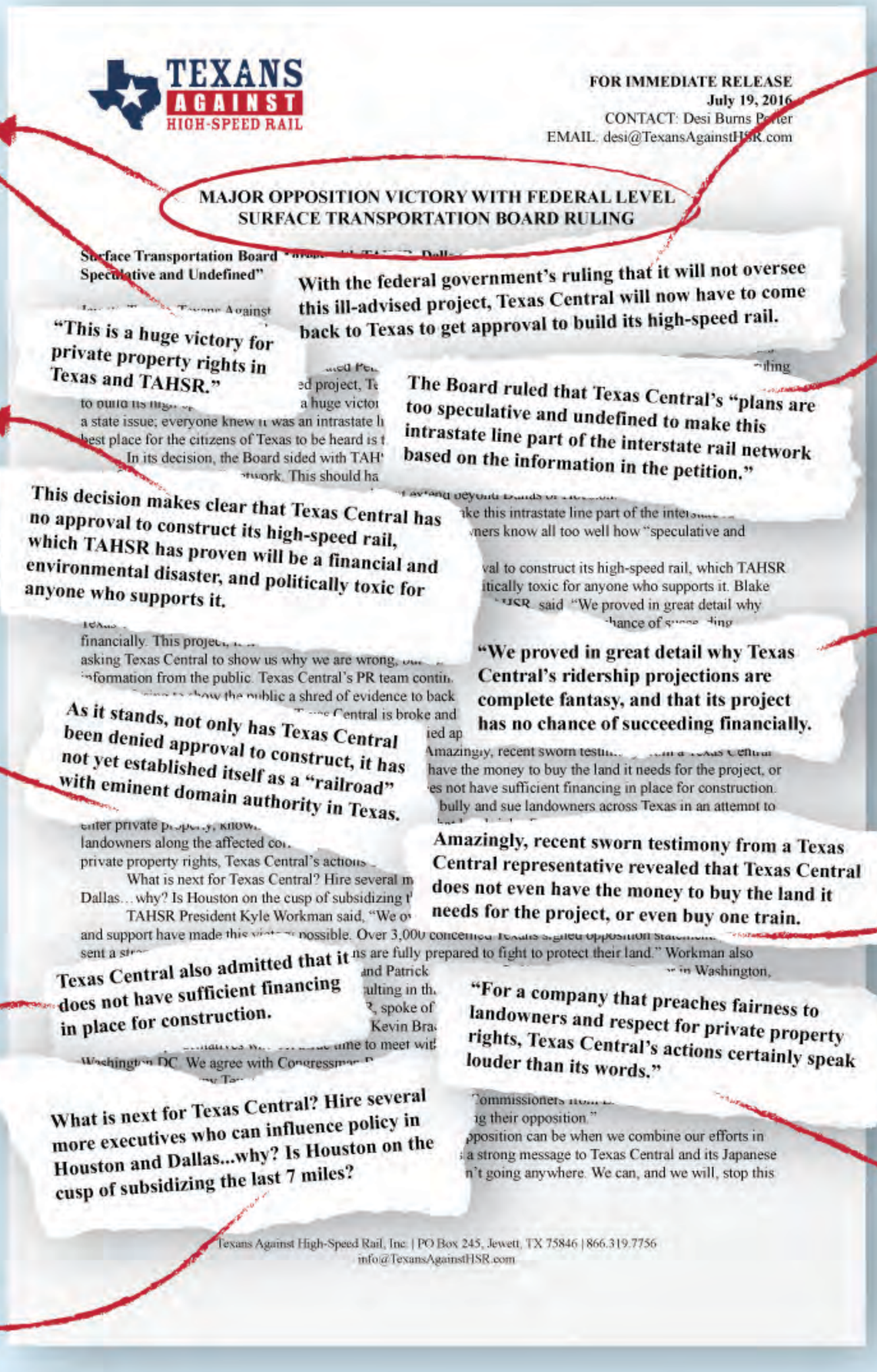
False, no such proof was provided. Texas Central has tried to share its proprietary information with TAHSR, but that group would rather make bogus accusations than have access to the facts.

False again. Texas Central is buying land right now at an impressive clip and negotiations are underway with train and system suppliers based on standards and designs under review by the Federal Railroad Administration.

The project is in the development phase, for which there is ample funding.

Landowners actions do, too – the majority of them have allowed voluntary access for surveys and many have accepted initial offers for the purchase of their land. Texas Central continues to keep its word.

Texas Central will not take federal grants for construction or public subsidies for operation. Repeating baseless, rhetorical questions or speculation will not make it a fact.



TEXANS AGAINST HIGH-SPEED RAIL

FOR IMMEDIATE RELEASE
July 19, 2016
CONTACT: Desi Burns Potter
EMAIL: desi@TexansAgainstHSR.com

MAJOR OPPOSITION VICTORY WITH FEDERAL LEVEL SURFACE TRANSPORTATION BOARD RULING

With the federal government's ruling that it will not oversee this ill-advised project, Texas Central will now have to come back to Texas to get approval to build its high-speed rail.

"This is a huge victory for private property rights in Texas and TAHSR."

The Board ruled that Texas Central's "plans are too speculative and undefined to make this intrastate line part of the interstate rail network based on the information in the petition."

This decision makes clear that Texas Central has no approval to construct its high-speed rail, which TAHSR has proven will be a financial and environmental disaster, and politically toxic for anyone who supports it.

"We proved in great detail why Texas Central's ridership projections are complete fantasy, and that its project has no chance of succeeding financially.

As it stands, not only has Texas Central been denied approval to construct, it has not yet established itself as a "railroad" with eminent domain authority in Texas.

Amazingly, recent sworn testimony from a Texas Central representative revealed that Texas Central does not even have the money to buy the land it needs for the project, or even buy one train.

Texas Central also admitted that it does not have sufficient financing in place for construction.

"For a company that preaches fairness to landowners and respect for private property rights, Texas Central's actions certainly speak louder than its words."

What is next for Texas Central? Hire several more executives who can influence policy in Houston and Dallas...why? Is Houston on the cusp of subsidizing the last 7 miles?

Texans Against High-Speed Rail, Inc. | PO Box 245, Jewett, TX 75846 | 866.319.7756
info@TexansAgainstHSR.com

Exhibit B

TCR INJUNCTION LAWSUITS

	DATE FILED	COUNTY	DEFENDANT	COURT
1.	08/26/2016	Harris	JM Texas Land Fund	61st
2.	08/08/2016	Harris	House, Calvin V	333rd
3.	08/15/2016	Harris	Delta Troy	234th
4.	08/11/2016	Harris	Lackey, Patricia Gail	333rd
5.	08/11/2016	Harris	Green, Michael Kevin	113th
6.	07/29/2016	Harris	Playa Mar	152nd
7.	07/28/2016	Harris	McRae, Michael T.	281st
8.	07/28/2016	Harris	Marrack, Paul	295th
9.	07/28/2016	Harris	Thomas, Lance Kevin	125th
10.	07/28/2016	Harris	Wyman-Gordon Forgings	234th
11.	07/28/2016	Harris	Cyrus, Johnetta L	270th
12.	07/28/2016	Harris	Evans, Judith	295th
13.	07/28/2016	Harris	Jennings, Betty	165th
14.	07/28/2016	Harris	Lander, August	334th
15.	06/27/2016	Harris	TDTAN Interests LLC	80th
16.	04/28/2016	Harris	Hayes, Gregory W	334th
17.	04/06/2016	Harris	Schultz, Bruce W.	333rd

18.	07/28/2016	Harris	Warren, Frances	127th
19.	07/28/2016	Harris	Fund Cypress II LLC	151st
20.	04/06/2016	Harris	Derrington, William L	113th
21.	06/27/2016	Harris	Arsham Metals Industries, Inc.	270th
22.	06/27/2016	Harris	Mason Westgreen LP	129th
23.	07/28/2016	Harris	Eastgroup Properties LP	189th
24.	05/04/2016	Dallas	TXI Operations, LP	192nd
25.	04/25/2016	Dallas	Baker, Melba Ray	193rd
26.	05/16/2016	Dallas	Hodge, Charles B.	191st
27.	05/16/2016	Dallas	Street, William Glenn	193rd
28.	05/19/2016	Ellis	Caldwell, James Rodney Caldwell, Casey Lyns	40th
29.	05/19/2016	Ellis	Caldwell, Ronny G.	CC #1
30.	05/16/2016	Ellis	Risinger, David J	CC #1
31.	05/16/2016	Ellis	Wilburn, Gaylon G.	CC #1
32.	09/20/2016	Ellis	Spaniel, Richard Wayne	CC #1
33.	09/20/2016	Ellis	Taylor, Douglas C	CC#1
34.	07/13/2016	Travis	Newman, et al	
35.	07/13/2016	Travis	Dao, Loc T	

36.	06/08/2016	Travis	Bettinger, Francelle	
37.	07/13/2016	Travis	Carr, Charles Joseph	
38.	06/03/2016	Leon	Miles, James Frederick	87th
39.	06/28/2016	Kendall	Smith, Marsha Gostenick, et al	216th
40.				

Exhibit C

Filed: 6/28/2016 11:36:37 AM
Susan Jackson
District Clerk
Kendall County, Texas

PARCEL TX-HA-01-050.000
TX-HA-01-052.000

CAUSE NO. _____

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC., Plaintiff,	§	IN THE 216TH JUDICIAL DISTRICT COURT
VS.	§	
MARSHA GOSTECNIK SMITH AND JOYCE ANN PERKINS, Defendants.	§	KENDALL COUNTY, TEXAS

VERIFIED ORIGINAL PETITION
AND APPLICATION FOR INJUNCTIVE RELIEF

TO THE HONORABLE JUDGE OF SAID COURT:

Texas Central Railroad and Infrastructure, Inc. ("TCRI") plans to construct the first high-speed passenger train in the United States, and will do so with exclusively private financing. As a railroad company and electric railway, TCRI has the absolute statutory right to examine and survey real property to determine the most advantageous route for its train, which will run between Dallas and Houston. Under the law, TCRI is not required to provide notice to landowners or to seek permission for surveying. That said, TCRI respects private property rights, is a responsible corporate citizen, and intends to establish a good working relationship with landowners. For these reasons, TCRI has sought written permission from landowners before entering any property to conduct the examination and surveying activities needed to determine the most advantageous route for its train.

Defendants Marsha Gostecnik Smith and Joyce Ann Perkins ("Defendants") have denied that TCRI has the statutory right to enter their property and have refused permission to do so. TCRI has determined that the safest, and most prudent course of conduct, is to secure a temporary

injunction that can leave no doubt of its right to enter Defendants' property to conduct examinations and surveys.

TCRI files this action because it has no adequate remedy at law for the relief it seeks. For more than 70 years, Texas courts have recognized that injunctive relief is an appropriate remedy when the right to examine and survey in advance of a project like TCRI's is being denied.[1]

I. DISCOVERY LEVEL

1. TCRI pleads that discovery should be conducted in accordance with a discovery control plan Level 2, under Rule 190.3, Texas Rules of Civil Procedure.

II. PARTIES

2. Texas Central Railroad and Infrastructure, Inc. is a Texas Corporation licensed to do business in the State of Texas and is in the process of developing a high-speed rail line between Dallas and Houston, Texas. TCRI was chartered for the express purpose of planning, building, maintaining and operating an electric railroad.[2] TCRI is a railroad company, as that term is used in Section 112.051 *et. seq*. of the Texas Transportation Code, and an electric railway as that term is used in Section 131.012 *et. seq*. of the Texas Transportation Code. Accordingly, TCRI has been statutorily granted the right to "enter on the land or water of any person or corporation" in order to "have an examination and survey of its proposed railway made as necessary to select the

[1] *Lewis v. Tex. Power & Light Co*., 276 S.W.2d 950, 954 (Tex. App.—Dallas 1955 writ ref'd n.r.e.); *see also Occidental Chem. Corp. v. ETC NGL Transp*., LLC, 425 S.W.3d 354, 363 (Tex. App.—Houston [1st Dist.] 2011, pet. dism'd) (holding that "Texas courts have also recognized that injunctive relief is appropriate in this specific context, i.e., to grant relief to an entity with the right to access land to conduct preliminary survey work before instituting a condemnation proceeding.").

[2] *See* Certificate of Amendment attached hereto as Exhibit "A."

most advantageous route" for its proposed railway.[3]

3. Defendant Marsha Gostecnik Smith is an individual who resides in Kendall County, Texas and may be served with process at 240 Well SPGS, Boerne, Texas 78006-9285 or wherever she may be found.

4. Defendant Joyce Ann Perkins is an individual who resides in Kendall County, Texas and may be served with process at 224 Well SPGS, Boerne, Texas 78006-9285 or wherever she may be found.

III. JURISDICTION AND VENUE

5. This Court has jurisdiction over this case pursuant to TEX. CIV. PRAC. & REM. CODE § 65.021(a).

6. Venue is proper pursuant to TEX. CIV. PRAC. & REM. CODE § 15.016 and § 65.023(a) because the primary relief requested in this petition is injunctive in nature and the Defendants are domiciled in Kendall County, Texas.

IV. TEXAS RULE OF CIVIL PROCEDURE 47 DISCLOSURE

7. This is an Application for Injunctive Relief in which TCRI does not seek monetary relief, but is seeking non-monetary relief.

V. STATEMENT OF FACTS

8. Defendants Marsha Gostecnik Smith and Joyce Ann Perkins are the record owners of certain real property (the "Property") located in Harris County, Texas more particularly described in the attached Exhibits "B" and "C."

[3] Tex. Trans. Code. Ann. § 131.013(b) (Vernon 2011); Tex. Trans. Code. Ann. § 112.051(a) (Vernon 2011).

9. TCRI, along with its affiliated entities, is in the process of planning, surveying, and acquiring the right-of-way necessary for a 240 mile long high-speed rail line that will connect the two largest metropolitan areas in the State of Texas, with a planned intermediate stop to be located in Grimes County (the "Project").

10. This state of the art Project is expected to cost over 10 billion dollars to construct, take over 4 years to build, and ultimately provide world class transportation when it goes into service in late 2021.

11. Employing the N700-I bullet train technology, the Project will operate on a dedicated right-of-way that will be similar in width to that of a standard county road and, where possible, is being designed to parallel pre-existing rights-of-way.

12. Defendants' Property is one of the numerous individual properties that may be crossed by the Project.

13. The desktop design and planning stage for the Project has reached a point where actual access to the Property is necessary in order to determine the viability of the proposed route and the exact location it might take over the Property.

14. TCRI has engaged land surveyors to survey the Property in an effort to determine the exact route the proposed high-speed rail line may take over the Property, and to determine the legal boundaries of any right-of-way that TCRI may need to acquire.

15. TCRI also needs to examine the Property to determine if there are any cultural, environmental/wetlands, or topographical obstacles to construction.

16. Each of the aforementioned examinations and surveys are necessary in order for TCRI to select the most advantageous route for its high-speed rail line and to legally identify and define the right of way it will ultimately need to acquire from Defendants.

17. TCRI has repeatedly sought to coordinate its examination and survey activities with Defendants by entering into a voluntary access agreement that would allow TCRI to conduct the examination and surveying activities it is entitled to conduct under the law. Within those agreements, and within this petition, TCRI acknowledges that it is statutorily responsible for any damages that may occur to the Property as a result of TCRI's examination and survey activities.[4]

18. Defendants have been unwilling to enter into a voluntary access agreement and have denied TCRI access to the Property. Defendants are thus preventing TCRI from completing the examination and surveying activities that need to be conducted in order for the Project to move forward.

19. Due to the lineal and interrelated nature of the Project, TCRI's failure to legally identify and finalize the route on the Property places the ultimate design and acquisition of the Project in jeopardy.

VI. TCRI IS STATUTORILY ENTITLED TO EXAMINE AND SURVEY PROPERTY

20. Two separate statutes provide TCRI with the power to conduct the examinations and surveys necessary to determine the most advantageous route for its proposed high-speed rail line. Specifically, Section 131.013(b) of the Texas Transportation Code provides that an electric railway such as TCRI may:

> (1) have an examination and survey of its proposed railway made as necessary to select the most advantageous route; and
>
> (2) for the purposes of Subdivision (1), enter on the land or water of any person or corporation, subject to responsibility for all damages that may be caused by the entrance, examination, or survey.

[4] Tex. Trans. Code. Ann. § 131.013(b) (Vernon 2011); Tex. Trans. Code. Ann. § 112.051(b) (Vernon 2011).

21. Likewise, Section 112.051(a) of the Texas Transportation Code provides that a railroad company "is entitled to make an examination and survey for the company's proposed railway, to be performed as necessary to select the most advantageous route for the proposed railway, and, subject to Subsection (c), may enter on the lands or waters of any person or corporation for that purpose."[5]

22. Aside from the express statutory right, Texas courts have conclusively established that entities vested with the power of eminent domain, such as TCRI[6], have the right to enter onto private property in order to conduct examinations and surveys, and have consistently granted injunctive relief to preserve and protect this legal right.[7] For over 70 years, courts have held that the status quo in these instances is "one of action, not of rest."[8] A diligent search of Texas authorities has not disclosed a single case in which a condemning authority (of any kind) was denied injunctive relief to conduct lineal surveys or environmental examinations.

---

[5] Tex. Trans. Code. Ann. § 112.051(a) (Vernon 2011).

[6] TCRI is vested with the right of eminent domain under Sections 131.012 and 112.053 of the Texas Transportation Code.

[7] *See Lewis v. Tex. Power & Light Co.*, 276 S.W.2d 950, 954 (Tex. App.—Dallas 1955, writ ref'd n.r.e.) (upholding injunction allowing surveys to move forward and holding that the term "enter on" as used in Section 181.004 of the Texas Utilities Code recognized the necessity of preliminary surveys and was intended to grant authority to conduct the same); *Coastal Marine Serv. of Tex., Inc. v. City of Port Neches*, 11 S.W.3d 509 (Tex. App.--Beaumont 2000, no pet.) (upholding injunction and allowing for environmental examinations); *I.P. Farms v. Exxon Pipeline Co.*, 646 S.W.2d 544, 545 (Tex. App.—Houston [1st Dist.] 1982, no writ) (ancillary to eminent domain power is the authority to enter upon the land to make a preliminary survey); *Puryear v. Red River Auth.*, 383 S.W.2d 818, 820-21 (Tex. Civ. App.—Amarillo 1964, writ ref'd n.r.e.); *Hicks v. Tex. Municipal Power Agency*, 548 S.W.2d 949, 955 (Tex. App.—Houston [14th Dist.] 1977, writ ref'd n.r.e.) ("[g]enerally, courts have upheld the right of a governing body vested with condemnation power to enter into lands for the purpose of a preliminary survey either by express statutory grant or by implication"); *In re Energy Transfer Fuel, L.P.*, 298 S.W.3d 357, 358 (Tex. App.—Tyler 2009, no writ)(acknowledging that a gas corporation with the power of eminent domain had the right to enter upon property to make preliminary surveys of proposed routes).

[8] *See Lewis v. Tex. Power & Light Co.*, 276 S.W.2d at 955; *Coastal Marine Serv. of Tex., Inc. v. City of Port Neches*, 11 S.W.3d at 515.

VII. APPLICATION FOR TEMPORARY INJUNCTIVE RELIEF

23. In order to preserve the status quo, and to protect TCRI's statutory legal right to access Defendants' Property to conduct the examinations and survey activities necessary for TCRI's proposed high-speed rail line, it is essential that the Court set this matter for hearing prior to Defendants' answer date. Defendants should be cited to appear and show cause why a temporary injunction should not issue enjoining Defendants and those acting by or at Defendants' direction from taking any further action interfering with TCRI's right to conduct examinations and surveys. As set forth herein, all prerequisites to temporary injunctive relief have been satisfied.

A. Statutory grounds.

24. Pursuant to Section 65.011(1) of the Texas Civil Practice and Remedies Code, injunctive relief is appropriate when the applicant is entitled to the relief sought and such relief requires the restraining of some act prejudicial to the applicant.[9] As a matter of law, TCRI is entitled to enter upon the Property to conduct examinations and surveys and Defendants should be restrained from interfering with TCRI's exercise of this legal right.

B. Equitable grounds.

25. Defendants' wrongful conduct in preventing TCRI from having unimpeded access to the Property also entitles TCRI to common law injunctive relief as more fully explained below.

(i) Wrongful Act. TCRI is entitled to injunctive relief since it has demonstrated one or more wrongful acts committed by Defendants. TCRI has requested that Defendants allow TCRI entry onto the Property to conduct examinations and surveys necessary to select the most advantageous route for its Project. Defendants refuse to grant TCRI permission to enter onto the Property for these purposes, despite TCRI's legal right to do so.

[9] Tex. Civ. Prac. & Rem. Code § 65.011(1); *see Coastal Mar. Serv. v. City of Port Neches*, 11 S.W.3d 509, 515 (Tex. App.—Beaumont 2000, no pet.).

(ii) Probable Right to Relief. TCRI is entitled to injunctive relief since it has demonstrated a probable right to the relief sought upon final hearing. As set out more specifically above, TCRI is statutorily and legally entitled to enter Defendants' Property for the purposes of conducting examinations and surveys associated with its proposed high-speed rail line. Defendants have refused to allow the requested examinations and surveys, and are therefore denying the exercise of TCRI's legal rights without good cause.

(iii) Probable Injury. TCRI is entitled to injunctive relief since it has shown it will suffer probable injury by establishing: (1) imminent harm; (2) irreparable injury; and (3) no adequate remedy at law.

(1) Imminent Harm. An injunction is proper when the harm sought to be prevented is imminent or immediate.[10] TCRI has requested entry upon the Property in order to conduct the examinations and surveys needed for its proposed high-speed rail line. Without access to the Property to conduct these examinations and surveys, the planning and other preliminary activities associated with the proposed high-speed rail line (much less the actual acquisition of right-of-way or construction of the railroad) cannot continue. By denying TCRI the right to exercise its statutory right to conduct the requisite examinations and surveys, Defendants are causing current and actual harm to TCRI.

(2) Irreparable Injury. An injunction is proper when the harm sought to be prevented is irreparable. Irreparable injury has been defined as an injury that cannot be compensated in damages, or an injury that results in damages that cannot be measured by any pecuniary

[10] *Crawford Energy, Inc. v. Texas Indust.*, 541 S.W.2d 463, 467 (Tex. Civ. App.—Dallas 1976, no writ).

standard.[11] TCRI's purpose for seeking entry to the Property is to perform examinations and surveys that will allow it to determine a suitable location and establish legal boundaries for the proposed high-speed rail line discussed above. Until those examinations and surveys are performed, it is impossible to determine the location of the railroad, the area to be encumbered by the right-of-way, the legal boundaries of any proposed right-of-way, or the feasibility of construction given the natural and cultural resources that may exist on the Property. Without examination and survey of the Property, the proposed high-speed rail line project will be indefinitely suspended—causing monetary damages that cannot be adequately measured or easily calculated, as well as damages to TCRI's operations, goodwill, and reputation that cannot be monetarily measured at all. Conversely, enforcement of TCRI's statutory right to enter the Property and conduct these preliminary surveys will cause no harm and minimal inconvenience to Defendants.[12] Furthermore, to the extent that any damage is caused to Defendants' Property,

---

[11] *Pipkin v. JVM Oper., L.C.*, 197 B.R. 47, 55 (E.D. Tex. 1996) (holding irreparable injury where economic damage is difficult to calculate, as where party will incur injury to its operations, reputation, and goodwill); *Cho v. Itco, Inc*., 782 F. Supp. 1183, 1185 (E.D. Tex. 1991) (finding threat of losing customer goodwill may constitute irreparable harm); *Assoc. Gen. Contract v. City of El Paso*, 932 S.W.2d 124, 126 (Tex. App.—E1 Paso 1996, no writ); *Canteen Corp. v. Republic of Texas Properties, Inc*., 773 S.W.2d 398, 401 (Tex. App.—Dallas 1989, no writ); *see also Estate of Dilasky*, 972 S.W.2d 763, 767 (Tex. App.—Corpus Christi 1998, no writ) (costs and delay may be factors of irreparable harm); *Liberty Mut. Ins. Co. v. Mustang Tractor & Equip. Co. & Eureka Investment Co.*, 812 S.W.2d 663, 666 (Tex. App.—Houston [14th Dist.] 1997, no writ) (disruption of business can be irreparable harm).

[12] *See Lewis*, 276 S.W.2d at 955-56 ("the trial court no doubt weighed the relative convenience and inconvenience and the comparative injuries to the parties and to the public which would arise from the granting or refusal of this temporary injunction, and found the equities to lie with Appellee [utility company]. There can be little if any doubt that Appellee under the facts shown in this record is entitled to acquire easement rights over the Appellant's land, either by voluntary conveyance or by condemnation. That being so, the injuries suffered by Appellant from the survey will be small compared with the injuries suffered by the Appellee and the public if Appellee were denied the right to proceed with its preliminary survey…").

TCRI is statutorily required to compensate Defendants for those damages.[13]

(3) <u>No Adequate Remedy at Law</u>. A party is entitled to injunctive relief when there is no adequate remedy at law.[14] For a remedy to qualify as being adequate, it must give the plaintiff complete, final, and equal relief.[15] If damages cannot be calculated for the harm complained of, or if the defendant will be unable to pay damages, there is no adequate remedy at law.[16] Defendants' action in obstructing TCRI from completing its examinations and surveys on the Property effectively prevent TCRI from moving forward with the Project. TCRI cannot identify any impediments to the proposed route or the proposed right-of-way which it would seek to purchase from the Defendants without first conducting the necessary examinations and surveys required—actions that will cause no harm to Defendants, but which Defendants refuse to allow TCRI to perform. No amount of monetary damages can cure Defendants' denial of access complained of herein. Assuming for arguments sake that monetary damages could somehow be calculated, they would be in the billions of dollars—amounts that Defendants undoubtedly could not pay.[17] Accordingly, TCRI has no adequate remedy at law.

(iv.) Bond. TCRI will post a reasonable bond as set by the Court in this case.

---

[13] Tex. Trans. Code. Ann. § 131.013(b) (Vernon 2011); Tex. Trans. Code. Ann. § 112.051(b) (Vernon 2011).

[14] *Fasken v. Darby*, 901 S.W.2d 591, 592 (Tex. App.—El Paso 1995, no writ).

[15] *See Henderson v. KARTS, Inc*., 822 S.W.2d 769, 773 (Tex. App.—Houston [1st Dist.] 1992, no writ).

[16] *Texas Indus. Gas v. Phoenix Metallurgical Corp*., 828 S.W.2d 529, 533 (Tex. App.—Houston [1st Dist.] 1992, no writ).

[17] *Tel. Equip. Network, Inc. v. TA/Westchase Place, Ltd.*, 80 S.W.3d 601, 611 (Tex. App.—Houston [1st Dist.] 2002, no pet.)

VIII. PERMANENT INJUNCTION

26. TCRI further requests that the Court, after trial is completed, enter a permanent injunction against Defendants and those acting in concert with them, enjoining Defendants from interfering with TCRI's right to conduct the examinations and surveys necessary to select the most advantageous route for TCRI's proposed high-speed rail line.

IX. PRAYER FOR RELIEF

WHEREFORE, PREMISES CONSIDERED, Plaintiff Texas Central Railroad and Infrastructure, Inc. respectfully requests the following relief:

1. That Defendants be cited to appear and show cause and that upon such hearing, a temporary injunction be issued restraining the Defendants, their agents, servants, employees, and assigns, and anyone else working in active concert or participation with them, from directly or indirectly impeding or interfering in any way with access on and across the Property by TCRI, its agents, employees, operators, surveyors, and engineers for the purposes of conducting examinations and surveys of the Property in connection with the proposed high-speed rail line and proposed easement and right-of-way across the Property and further restraining Defendants from removing or in any way tampering with the stakes and markers placed upon the Property by the survey crews during the pendency of this action;

2. That a permanent injunction be issued prohibiting Defendants, their agents, servants, employees, and assigns, and anyone else working in active concert or participation with them, from directly or indirectly impeding or interfering in any way with access on and across the Property by TCRI, its agents, employees, operators, surveyors, and engineers for the purposes of conducting examinations and surveys of the Property in connection with the proposed high-speed rail line and proposed easement and right-of-way across the Property and

further restraining Defendants from removing or in any way tampering with the stakes and markers placed upon the Property by the survey crews; and

3. Such other and further general relief, at law or in equity, to which it may be entitled.

Respectfully submitted,

/s/ Robert B. Neblett III

JACKSON WALKER L.L.P.
100 Congress Avenue, Suite 1100
Austin, Texas 78701
512-236-2000
Fax No. 512-236-2002
Robert B. Neblett III—14849300
rneblett@jw.com
Brad Anderson—24055106
banderson@jw.com
Susan Dillon Ayers—24028302
sayers@jw.com

ATTORNEYS FOR PLAINTIFF
TEXAS CENTRAL RAILROAD &
INFRASTRUCTURE, INC.

CERTIFICATE OF SERVICE

This is to certify that on the 27th day of June, 2016, a true and correct copy of the foregoing has been forwarded via electronic mail to:

Phillip Hall
Phillip R. Hall, P.C.
311 Park Ridge
Boerne, Texas 78006
phillipRhall@gmail.com

Brad Anderson

VERIFICATION

STATE OF TEXAS §
§
COUNTY OF DALLAS §

Travis Kelly, Vice President for Texas Central Railroad & Infrastructure, Inc. being duly sworn, states that he has read the foregoing Plaintiff's Verified Original Petition and Application for Injunctive Relief, and that the factual statements set forth therein are true and correct based upon either personal knowledge or information obtained from the records attached hereto, upon which information he relies, and that he reserves the right to amend the aforesaid petition if it should appear at any time that omissions or errors have been made, or that additional or more accurate information has been obtained.

Travis Kelly
Vice President
Texas Central Railroad & Infrastructure, Inc.

Subscribed and sworn to before me this 27th day of June, 2016, to certify which witness my hand and official seal of office.

SHAWNA THURMAN
Notary Public, State of Texas
Comm. Expires 01-11-2020
Notary ID 130491092

Notary Public, State of Texas

My Commission Expires: 1-11-20

EXHIBIT “A”

Corporations Section
P.O.Box 13697
Austin, Texas 78711-3697

Carlos H. Cascos
Secretary of State

Office of the Secretary of State

The undersigned, as Secretary of State of Texas, does hereby certify that the attached is a true and correct copy of each document on file in this office as described below:

Texas Central Railroad & Infrastructure, Inc.
Filing Number: 801704184

Certificate of Amendment

January 21, 2015

In testimony whereof, I have hereunto signed my name officially and caused to be impressed hereon the Seal of State at my office in Austin, Texas on March 30, 2016.

Carlos H. Cascos
Secretary of State

Form 424 **(Revised 05/11)** Submit in duplicate to: Secretary of State P.O. Box 13697 Austin, TX 78711-3697 512 463-5555 FAX: 512/463-5709 **Filing Fee: See instructions**	**Certificate of Amendment**	This space reserved for office use. FILED In the Office of the Secretary of State of Texas JAN 21 2015 Corporations Section

Entity Information

The name of the filing entity is:

TXHS Railroad, Inc.

State the name of the entity as currently shown in the records of the secretary of state. If the amendment changes the name of the entity, state the old name and not the new name.

The filing entity is a: (Select the appropriate entity type below.)

- ☒ For-profit Corporation
- ☐ Nonprofit Corporation
- ☐ Cooperative Association
- ☐ Limited Liability Company
- ☐ Professional Corporation
- ☐ Professional Limited Liability Company
- ☐ Professional Association
- ☐ Limited Partnership

The file number issued to the filing entity by the secretary of state is: 801704184

The date of formation of the entity is: 12/20/2012

Amendments

1. Amended Name

(If the purpose of the certificate of amendment is to change the name of the entity, use the following statement)

The amendment changes the certificate of formation to change the article or provision that names the filing entity. The article or provision is amended to read as follows:

The name of the filing entity is: (state the new name of the entity below)

Texas Central Railroad & Infrastructure, Inc.

The name of the entity must contain an organizational designation or accepted abbreviation of such term, as applicable.

2. Amended Registered Agent/Registered Office

The amendment changes the certificate of formation to change the article or provision stating the name of the registered agent and the registered office address of the filing entity. The article or provision is amended to read as follows:

Registered Agent
(Complete either A or B, but not both. Also complete C.)

☐ A. The registered agent is an organization (cannot be entity named above) by the name of:

OR

☐ B. The registered agent is an individual resident of the state whose name is:

First Name *M.I.* *Last Name* *Suffix*

The person executing this instrument affirms that the person designated as the new registered agent has consented to serve as registered agent.

C. The business address of the registered agent and the registered office address is:

Street Address (No P.O. Box) *City* *State* *Zip Code*

TX

3. Other Added, Altered, or Deleted Provisions

Other changes or additions to the certificate of formation may be made in the space provided below. If the space provided is insufficient, incorporate the additional text by providing an attachment to this form. Please read the instructions to this form for further information on format.

Text Area (The attached addendum, if any, is incorporated herein by reference.)

☐ **Add** each of the following provisions to the certificate of formation. The identification or reference of the added provision and the full text are as follows:

☒ **Alter** each of the following provisions of the certificate of formation. The identification or reference of the altered provision and the full text of the provision as amended are as follows:

Article 5 - Purpose is amended and restated in its entirety to read as follows:

"The purpose for which the corporation is organized is to plan, build, maintain and operate an interurban electric railroad, and to conduct or promote any other lawful businesses or purposes that a corporation is legally allowed to conduct or promote, within this state or any other jurisdiction."

☐ **Delete** each of the provisions identified below from the certificate of formation.

Statement of Approval

The amendments to the certificate of formation have been approved in the manner required by the Texas Business Organizations Code and by the governing documents of the entity.

Effectiveness of Filing (Select either A, B, or C.)

A. ☒ This document becomes effective when the document is filed by the secretary of state.

B. ☐ This document becomes effective at a later date, which is not more than ninety (90) days from the date of signing. The delayed effective date is: _____

C. ☐ This document takes effect upon the occurrence of a future event or fact, other than the passage of time. The 90th day after the date of signing is: _____

The following event or fact will cause the document to take effect in the manner described below:

Execution

The undersigned signs this document subject to the penalties imposed by law for the submission of a materially false or fraudulent instrument and certifies under penalty of perjury that the undersigned is authorized under the provisions of law governing the entity to execute the filing instrument.

Date: _____

By: _____



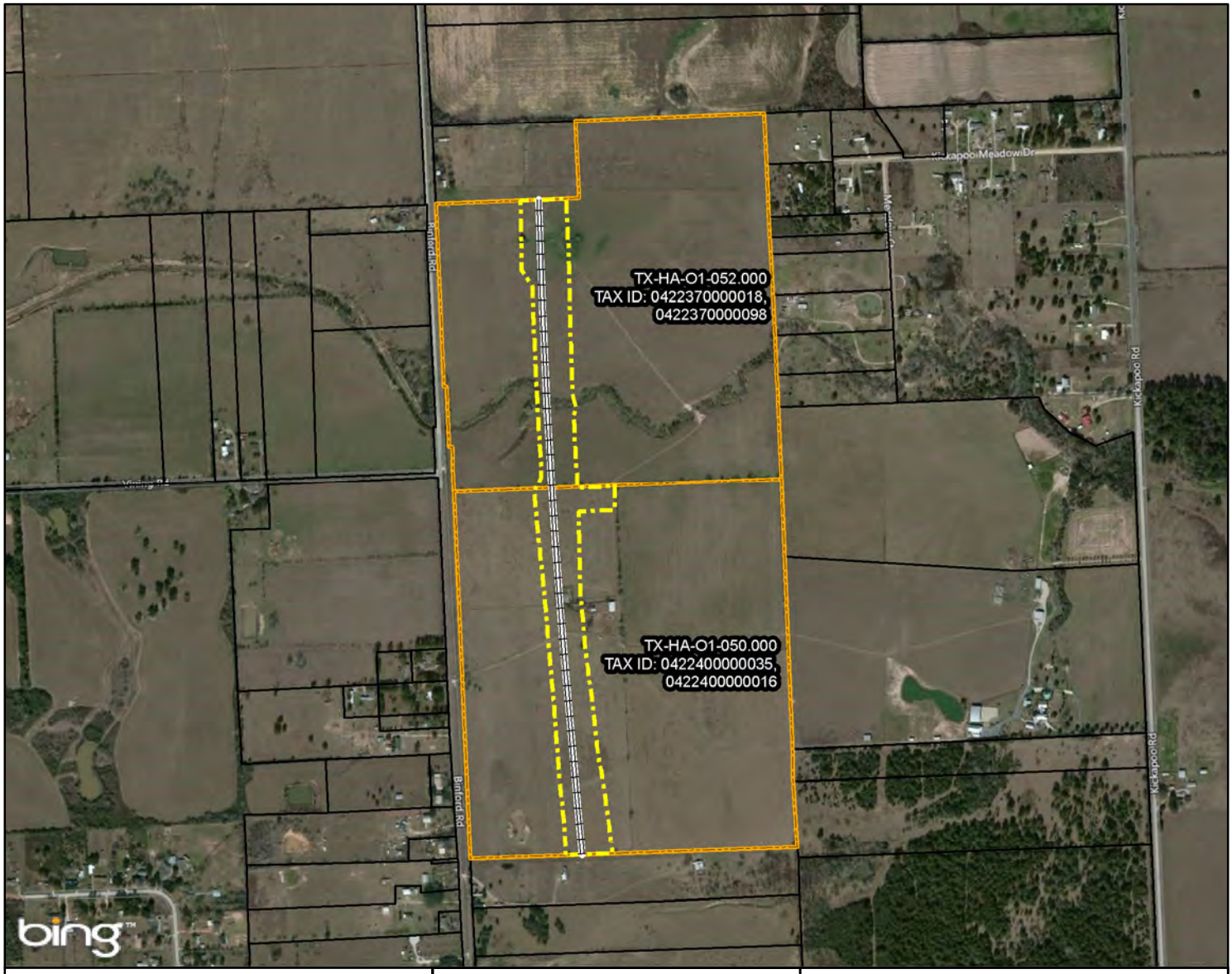
Signature of authorized person

Mark M. Walker

Printed or typed name of authorized person (see instructions)

EXHIBIT “B”

EXHIBIT B
TRACTS TO BE SURVEYED
HARRIS COUNTY, TX



ROW LENGTH: 4138.293 FT.
TRACT ACREAGE: 210 +/- AC.
RIGHT OF WAY: 24.636 AC.
TEMPORARY WORKSPACE: 0 AC.

AREAL CALCULATIONS AND LINEAR DISTANCES WERE CALCULATED USING: NAD1983 (2011) STATE PLANE ZONE TEXAS S CENTRAL FIPS 4204 (US FEET)

TRACT NO.:

TX-HA-O1-050.000,
TX-HA-O1-052.000

N

Feet
0 1,000

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE INC.

OWNER NAME:

MARSHA G. SMITH AND JOYCE G. PERKINS

ALIGNMENT
RIGHT OF WAY
TEMPORARY WORKSPACE
PROPERTY BOUNDARIES
NEIGHBORING TRACTS

THIS MAP IS FOR INFORMATION PURPOSES. DISTANCES IN THIS MAP ARE APPROXIMATIONS ONLY AND SHOULD NOT BE USED FOR AUTHORITATIVE DEFINITION OF LEGAL BOUNDARY OR PROPERTY TITLE.

EXHIBIT “C”

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0422400000016

Tax Year: 2015

Print

Owner and Property Information	
Owner Name & Mailing Address: SMITH MARSHA G PERKINS JOYCE G 1451 WOOD HOLLOW DR APT 28201 HOUSTON TX 77057-1664	Legal Description: TR 16 (IMPS ONLY) (LAND*0422400000035) PT LTS 3 4 5 & 6 ABST 332 HARRIS CO SCH LDS 4 Property Address: 21842 BINFORD RD WALLER TX 77484

State Class Code				Land Use Code		
A1 -- Real, Residential, Auxiliary Buildings				3100 -- Residential Imps Only Land		
Land Area	Total Living Area	Neighborhood	Neighborhood Group	Market Area	Map Facet	Key Map®
0 SF	0 SF	2611	3001	210 -- ISD 03 - Waller ISD	4171C	283F

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	03/31/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	678	WALLER-HARRIS ESD 200	Not Certified	0.099500	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	0		Land	0	
Improvement	5,289		Improvement	3,969	
Total	5,289	5,289	Total	3,969	3,969

Land

Market Value Land												
Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	3100 -- Residential Imps Only Land	--	GR	0	1.00	1.00	1.00	--	1.00	0.00	0.00	0.00

Building

Vacant (No Building Data)

TX-HA-O1-050.000

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0422400000035

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	SMITH MARSHA G PERKINS JOYCE G 240 WELL SPGS BOERNE TX 78006-9285	Legal Description:	TR 16 PT LTS 3 4 5 & 6 ABST 332 HARRIS CO SCH LDS 4
		Property Address:	21842 BINFORD RD WALLER TX 77484

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map®
4,795,738 SF	0	0	2611	4016 -- Far Northwest	4171C	283F

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	04/03/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	678	WALLER-HARRIS ESD 200	Not Certified	0.099500	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	839,747		Land	1,416,735	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	11,716		Ag/Tmbr/Spc	11,626	
Total	839,747	11,716	Total	1,416,735	11,626

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	AC6	AC	20.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	435,600.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	60.0000	1.00	1.00	0.50	--	0.50	21,780.00	10,890.00	653,400.00
3	9910 -- Mkt Value of Ag Land	--	AC	30.0950	1.00	1.00	0.50	--	0.50	21,780.00	10,890.00	327,735.00

Agricultural Value

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9011 -- Harris Native Pasture	--	AC	60.0950	1.00	1.00	1.00	--	1.00	62.00	62.00	3,726.00
2	9015 -- Harris Improved Pasture	--	AC	25.0000	1.00	1.00	1.00	--	1.00	123.00	123.00	3,075.00
3	9007 -- Harris Dry Cropland	--	AC	25.0000	1.00	1.00	1.00	--	1.00	193.00	193.00	4,825.00

Building

Vacant (No Building Data)

TX-HA-O1-050.000

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 3547
HOUSTON, TEXAS 77253-3547
TEL: 713-274-8000

0422400000016

SMITH MARSHA G
PERKINS JOYCE G
1451 WOOD HOLLOW DR APT 28201
HOUSTON TX 77057-1664

2014 Property Tax Statement

Web Statement

Statement Date:	August 14, 2015
Account Number	
042-240-000-0016	

Taxing Jurisdiction	Exemptions	Taxable Value	Rate per $100	Taxes
Harris County	0	5,289	0.417310	$22.07
Harris County Flood Control Dist	0	5,289	0.027360	$1.45
Port of Houston Authority	0	5,289	0.015310	$0.81
Harris County Hospital District	0	5,289	0.170000	$8.99
Harris County Dept. of Education	0	5,289	0.005999	$0.32
Emergency Serv Dist #200-EMS/Fire	0	5,289	0.099500	$5.26

Page: 1 of 1

Total 2014 Taxes Due By January 31, 2015:	$38.90
Payments Applied To 2014 Taxes	$38.90
Total Current Taxes Due (Including Penalties)	$0.00
Prior Year(s) Delinquent Taxes Due (If Any)	$0.00
Total Amount Due For July 2015	**$0.00**

Penalties for Paying Late	Rate	Current Taxes	Delinquent Taxes	Total
By Febuary 28, 2015	7%	$0.00	$0.00	$0.00
By March 31, 2015	9%	$0.00	$0.00	$0.00
By April 30, 2015	11%	$0.00	$0.00	$0.00
By May 31, 2015	13%	$0.00	$0.00	$0.00
By June 30, 2015	15%	$0.00	$0.00	$0.00

Property Description
21842 BINFORD RD 77484
TR 16 (IMPS ONLY) (LAND*0422400000035) PT LTS 3 4 5 & 6 ABST 332 HARRIS CO SCH LDS 4

Appraised Values	
Land - Market Value	0
Impr - Market Value	5,289
Total Market Value	5,289
Less Capped Mkt Value	0
Appraised Value	5,289

Exemptions/Deferrals

Tax Bill Increase (Decrease) from 2009 to 2014: Appraised Value 27%, Taxable Value 27%, Tax Rate 0%, Tax Bill 28%.

PLEASE CUT AT THE DOTTED LINE AND RETURN THIS PORTION WITH YOUR PAYMENT.

0422400000016

SMITH MARSHA G
PERKINS JOYCE G
1451 WOOD HOLLOW DR APT 28201
HOUSTON TX 77057-1664

PAYMENT COUPON

Account Number
042-240-000-0016
Amount Enclosed
$_____ . _____

Make check payable to:

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 4622
HOUSTON, TEXAS 77210-4622

Web Statement - Date Printed: 08-14-2015

IF YOU ARE 65 YEARS OF AGE OR OLDER OR ARE DISABLED AND THE PROPERTY DESCRIBED IN THIS DOCUMENT IS YOUR RESIDENCE HOMESTEAD, YOU SHOULD CONTACT THE APPRAISAL DISTRICT REGARDING ANY ENTITLEMENT YOU MAY HAVE TO A POSTPONEMENT IN THE PAYMENT OF THESE TAXES.

Scan the QR code to pay online or visit **www.hctax.net**

TX-HA-O1-050.000

042240000000168 2014 0000000000 0000000000 0000000000 0000000000

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 3547
HOUSTON, TEXAS 77253-3547
TEL: 713-274-8000

0 4 2 2 4 0 0 0 0 0 0 3 5

SMITH MARSHA G
PERKINS JOYCE G
240 WELL SPGS
BOERNE TX 78006-9285

2014 Property Tax Statement

Web Statement

Statement Date:	August 14, 2015
Account Number	
042-240-000-0035	

Taxing Jurisdiction	Exemptions	Taxable Value	Rate per $100	Taxes
Harris County	0	11,716	0.417310	$48.89
Harris County Flood Control Dist	0	11,716	0.027360	$3.21
Port of Houston Authority	0	11,716	0.015310	$1.79
Harris County Hospital District	0	11,716	0.170000	$19.92
Harris County Dept. of Education	0	11,716	0.005999	$0.70
Emergency Serv Dist #200-EMS/Fire	0	11,716	0.099500	$11.66

Page: 1 of 1

Total 2014 Taxes Due By January 31, 2015:	**$86.17**
Payments Applied To 2014 Taxes	**$86.17**
Total Current Taxes Due (Including Penalties)	**$0.00**
Prior Year(s) Delinquent Taxes Due (If Any)	**$0.00**
Total Amount Due For July 2015	**$0.00**

Penalties for Paying Late	Rate	Current Taxes	Delinquent Taxes	Total
By Febuary 28, 2015	7%	$0.00	$0.00	$0.00
By March 31, 2015	9%	$0.00	$0.00	$0.00
By April 30, 2015	11%	$0.00	$0.00	$0.00
By May 31, 2015	13%	$0.00	$0.00	$0.00
By June 30, 2015	15%	$0.00	$0.00	$0.00

Property Description

21842 BINFORD RD 77484
TR 16 PT LTS 3 4 5 & 6 ABST 332 HARRIS CO SCH LDS 4 110.0950 AC

Appraised Values

Land - Market Value	839,747
Impr - Market Value	0
Total Market Value	839,747
Less Capped Mkt Value	0
Appraised Value	839,747

Exemptions/Deferrals

Farm Productivity

Tax Bill Increase (Decrease) from 2009 to 2014: Appraised Value 0%, Taxable Value 7%, Tax Rate 0%, Tax Bill 7%.

PLEASE CUT AT THE DOTTED LINE AND RETURN THIS PORTION WITH YOUR PAYMENT.

0 4 2 2 4 0 0 0 0 0 0 3 5

PAYMENT COUPON

SMITH MARSHA G
PERKINS JOYCE G
240 WELL SPGS
BOERNE TX 78006-9285

Account Number
042-240-000-0035
Amount Enclosed
$_____ . _____

Make check payable to:

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 4622
HOUSTON, TEXAS 77210-4622

Web Statement - Date Printed: 08-14-2015

IF YOU ARE 65 YEARS OF AGE OR OLDER OR ARE DISABLED AND THE PROPERTY DESCRIBED IN THIS DOCUMENT IS YOUR RESIDENCE HOMESTEAD, YOU SHOULD CONTACT THE APPRAISAL DISTRICT REGARDING ANY ENTITLEMENT YOU MAY HAVE TO A POSTPONEMENT IN THE PAYMENT OF THESE TAXES.

Scan the QR code to pay online or visit **www.hctax.net**

TX-HA-O1-050.000

042240000000358 2014 0000000000 0000000000 0000000000 0000000000

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0422370000018

Tax Year: 2015

Print

Owner and Property Information	
Owner Name & Mailing Address:	PERKINS JOYCE G 224 WELL SPGS BOERNE TX 78006-9285
Legal Description:	.50 U/D INT IN TR 18 (100.6150 AC) PT LTS 11 12 13 & 14 ABST 332 HARRIS CO SCH LDS 1
Property Address:	22402 BINFORD RD WALLER TX 77484

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map®
2,191,394 SF	0	0	2611	4016 -- Far Northwest	4171C	283F

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	06/05/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	678	WALLER-HARRIS ESD 200	Not Certified	0.099500	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	281,527		Land	422,825	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	3,596		Ag/Tmbr/Spc	3,425	
Total	281,527	3,596	Total	422,825	3,425

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	AC0	AC	5.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	108,900.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	35.0000	1.00	1.00	0.75	Shape or Size	0.75	10,890.00	8,167.50	285,863.00
3	9910 -- Mkt Value of Ag Land	AC8	AC	10.3075	1.00	1.00	0.25	Shape or Size	0.25	10,890.00	2,722.50	28,062.00

Agricultural Value

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9011 -- Harris Native Pasture	--	AC	45.3030	1.00	1.00	1.00	--	1.00	62.00	62.00	2,809.00
2	9015 -- Harris Improved Pasture	--	AC	5.0045	1.00	1.00	1.00	--	1.00	123.00	123.00	616.00

Building

Vacant (No Building Data)

TX-HA-O1-052.000

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0422370000098

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	SMITH MARSHA G 240 WELL SPGS BOERNE TX 78006-9285	Legal Description:	.50 U/D INT IN TR 18 (100.6150 AC) PT LTS 11 12 13 & 14 ABST 332 HARRIS CO SCH LDS 1
		Property Address:	0 BINFORD RD WALLER TX 77484

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map
2,191,394 SF	0	0	2611	--	4171C	283F

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	06/05/2015	No

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	678	WALLER-HARRIS ESD 200	Not Certified	0.099500	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	281,527		Land	422,825	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	3,596		Ag/Tmbr/Spc	3,425	
Total	281,527	3,596	Total	422,825	3,425

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	AC0	AC	5.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	108,900.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	35.0000	1.00	1.00	0.75	Shape or Size	0.75	10,890.00	8,167.50	285,863.00
3	9910 -- Mkt Value of Ag Land	AC8	AC	10.3075	1.00	1.00	0.25	Shape or Size	0.25	10,890.00	2,722.50	28,062.00

Agricultural Value

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9011 -- Harris Native Pasture	--	AC	45.3030	1.00	1.00	1.00	--	1.00	62.00	62.00	2,809.00
2	9015 -- Harris Improved Pasture	--	AC	5.0045	1.00	1.00	1.00	--	1.00	123.00	123.00	616.00

Building

Vacant (No Building Data)

TX-HA-O1-052.000

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 3547
HOUSTON, TEXAS 77253-3547
TEL: 713-274-8000

0 4 2 2 3 7 0 0 0 0 0 1 8

PERKINS JOYCE G
224 WELL SPGS
BOERNE TX 78006-9285

2014 Property Tax Statement

Web Statement

Statement Date:	August 14, 2015
Account Number	
042-237-000-0018	

Taxing Jurisdiction	Exemptions	Taxable Value	Rate per $100	Taxes
Harris County	0	3,596	0.417310	$15.01
Harris County Flood Control Dist	0	3,596	0.027360	$0.98
Port of Houston Authority	0	3,596	0.015310	$0.55
Harris County Hospital District	0	3,596	0.170000	$6.11
Harris County Dept. of Education	0	3,596	0.005999	$0.22
Emergency Serv Dist #200-EMS/Fire	0	3,596	0.099500	$3.58

Page: 1 of 1

Total 2014 Taxes Due By January 31, 2015:	**$26.45**
Payments Applied To 2014 Taxes	**$26.45**
Total Current Taxes Due (Including Penalties)	**$0.00**
Prior Year(s) Delinquent Taxes Due (If Any)	**$0.00**
Total Amount Due For July 2015	**$0.00**

Penalties for Paying Late	Rate	Current Taxes	Delinquent Taxes	Total
By Febuary 28, 2015	7%	$0.00	$0.00	$0.00
By March 31, 2015	9%	$0.00	$0.00	$0.00
By April 30, 2015	11%	$0.00	$0.00	$0.00
By May 31, 2015	13%	$0.00	$0.00	$0.00
By June 30, 2015	15%	$0.00	$0.00	$0.00

Property Description
22402 BINFORD RD 77484 .50 U/D INT IN TR 18 (100.6150 AC) PT LTS 11 12 13 & 14 ABST 332 HARRIS CO SCH LDS 1 50.3075 AC

Appraised Values	
Land - Market Value	281,527
Impr - Market Value	0
Total Market Value	281,527
Less Capped Mkt Value	0
Appraised Value	281,527

Exemptions/Deferrals
Farm Productivity

Tax Bill Increase (Decrease) from 2009 to 2014: Appraised Value -53%, Taxable Value -80%, Tax Rate 0%, Tax Bill -80%.

PLEASE CUT AT THE DOTTED LINE AND RETURN THIS PORTION WITH YOUR PAYMENT.

0 4 2 2 3 7 0 0 0 0 0 1 8

PAYMENT COUPON

PERKINS JOYCE G
224 WELL SPGS
BOERNE TX 78006-9285

Account Number
042-237-000-0018
Amount Enclosed
$_____ . _____

Make check payable to:

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 4622
HOUSTON, TEXAS 77210-4622

Web Statement - Date Printed: 08-14-2015

IF YOU ARE 65 YEARS OF AGE OR OLDER OR ARE DISABLED AND THE PROPERTY DESCRIBED IN THIS DOCUMENT IS YOUR RESIDENCE HOMESTEAD, YOU SHOULD CONTACT THE APPRAISAL DISTRICT REGARDING ANY ENTITLEMENT YOU MAY HAVE TO A POSTPONEMENT IN THE PAYMENT OF THESE TAXES.

Scan the QR code to pay online or visit **www.hctax.net**

TX-HA-O1-052.000

042237000001897 2014 0000000000 0000000000 0000000000 0000000000

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 3547
HOUSTON, TEXAS 77253-3547
TEL: 713-274-8000

0 4 2 2 3 7 0 0 0 0 0 9 8

SMITH MARSHA G
240 WELL SPGS
BOERNE TX 78006-9285

2014 Property Tax Statement

Web Statement

Statement Date:	August 14, 2015
Account Number	
042-237-000-0098	

Taxing Jurisdiction	Exemptions	Taxable Value	Rate per $100	Taxes
Harris County	0	3,596	0.417310	$15.01
Harris County Flood Control Dist	0	3,596	0.027360	$0.98
Port of Houston Authority	0	3,596	0.015310	$0.55
Harris County Hospital District	0	3,596	0.170000	$6.11
Harris County Dept. of Education	0	3,596	0.005999	$0.22
Emergency Serv Dist #200-EMS/Fire	0	3,596	0.099500	$3.58

Page: 1 of 1

Total 2014 Taxes Due By January 31, 2015:	$26.45
Payments Applied To 2014 Taxes	$26.45
Total Current Taxes Due (Including Penalties)	$0.00
Prior Year(s) Delinquent Taxes Due (If Any)	$0.00
Total Amount Due For July 2015	**$0.00**

Penalties for Paying Late	Rate	Current Taxes	Delinquent Taxes	Total
By Febuary 28, 2015	7%	$0.00	$0.00	$0.00
By March 31, 2015	9%	$0.00	$0.00	$0.00
By April 30, 2015	11%	$0.00	$0.00	$0.00
By May 31, 2015	13%	$0.00	$0.00	$0.00
By June 30, 2015	15%	$0.00	$0.00	$0.00

Property Description

BINFORD RD 77484
.50 U/D INT IN TR 18 (100.6150 AC) PT LTS 11 12 13 & 14 ABST 332 HARRIS CO SCH LDS 1 50.3075 AC

Appraised Values

Land - Market Value	281,527
Impr - Market Value	0
Total Market Value	281,527
Less Capped Mkt Value	0
Appraised Value	281,527

Exemptions/Deferrals

Farm Productivity

Tax Bill Increase (Decrease) from 2009 to 2014: Appraised Value 0%, Taxable Value 0%, Tax Rate 0%, Tax Bill 0%.

PLEASE CUT AT THE DOTTED LINE AND RETURN THIS PORTION WITH YOUR PAYMENT.

0 4 2 2 3 7 0 0 0 0 0 9 8

SMITH MARSHA G
240 WELL SPGS
BOERNE TX 78006-9285

PAYMENT COUPON

Account Number
042-237-000-0098
Amount Enclosed
$_____ . _____

Make check payable to:

MIKE SULLIVAN
TAX ASSESSOR-COLLECTOR
P.O. BOX 4622
HOUSTON, TEXAS 77210-4622

Web Statement - Date Printed: 08-14-2015

IF YOU ARE 65 YEARS OF AGE OR OLDER OR ARE DISABLED AND THE PROPERTY DESCRIBED IN THIS DOCUMENT IS YOUR RESIDENCE HOMESTEAD, YOU SHOULD CONTACT THE APPRAISAL DISTRICT REGARDING ANY ENTITLEMENT YOU MAY HAVE TO A POSTPONEMENT IN THE PAYMENT OF THESE TAXES.

Scan the QR code to pay online or visit **www.hctax.net**

TX-HA-O1-052.000

042237000009981 2014 000000000 000000000 000000000 000000000

Exhibit D

Filed 5/4/2018 6:05 PM
Beverly Wilson
District Clerk
Leon County, Texas
Karen Ballard

PARCEL TX-LE-066.320

CAUSE NO: 16-0137CV

JAMES FREDRICK MILES,	§	**IN THE 87th DISTRICT COURT**
	§	
Plaintiff	§	
	§	
v.	§	
	§	
TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.	§	**LEON COUNTY, TEXAS**
	§	
Defendant	§	
	§	
and	§	
	§	
INTEGRATED TEXAS LOGISTICS, INC.,	§	
	§	
Intervenor	§	

TCRI'S THIRD AMENDED ANSWER, VERIFIED COUNTERCLAIM, AND APPLICATION FOR INJUNCTIVE RELIEF AND DECLARATORY JUDGMENT[1]

TO THE HONORABLE JUDGE OF SAID COURT:

Texas Central Railroad and Infrastructure, Inc. ("TCRI") and Integrated Texas Logistics, Inc.[2] ("ITL") plan to construct the first high-speed passenger train in the United States. As railroad companies and electric railways, TCRI and ITL have the absolute statutory right to examine and survey real property to determine the most advantageous route for the train, which will run between

[1] On April 26, 2017, the Court entered an order abating this action until such time as TCRI made a final decision regarding the alignment of its proposed rail line. The draft environmental impact statement was released on December 8, 2017. At this time, TCRI renews its request to survey and examine Plaintiff's property, and this matter is ripe for adjudication.

[2] Integrated Texas Logistics, Inc. was created out of an abundance of caution after Miles alleged that TCRI did not have eminent domain powers as an electric railway. While TCRI and ITL believe this argument is without merit, as discussed in their declaratory judgment action below, ITL was created to erase any question as to TCRI's and ITL's authority to enter onto and survey the Property, as well as other properties related to the Project. ITL's Verified Petition in Intervention and Application for Injunctive Relief was filed on May 4, 2018.

Dallas and Houston. Under the law, TCRI and ITL are not required to provide notice to landowners or to seek permission for surveying. That said, TCRI and ITL respect private property rights, are responsible corporate citizens, and intend to establish a good working relationship with landowners. For these reasons, TCRI has previously sought written permission from landowners before entering any property to conduct the examination and surveying activities needed to determine the most advantageous route for the train.

Plaintiff and Counter-Defendant James Miles ("Plaintiff") has denied that TCRI—and, by extension, ITL—has the statutory right to enter his property and has refused permission to do so. At this time, TCRI and ITL have finalized a plan to proceed with surveys and examinations along the Project route and have determined that the safest, and most prudent course of conduct is to secure a temporary injunction that can leave no doubt of their right to enter Plaintiff's property to conduct examinations and surveys. Additionally, as it has been disputed that TCRI qualifies as a railroad company and electric railway such that it has the statutory authority to exercise the rights afforded such entities, TCRI further seeks a declaratory judgment that it is a railroad company, as that term is used in TEX. TRANSP. CODE § 112.051, *et. seq.*, and an electric railway, as that term is used in TEX. TRANSP. CODE § 131.012, *et. seq.*

TCRI files this counterclaim because it has no adequate remedy at law for the relief sought. For more than 70 years, Texas courts have recognized that injunctive relief is an appropriate remedy when the right to examine and survey in advance of a project like TCRI's is being denied.[3]

[3] *Lewis v. Tex. Power & Light Co*., 276 S.W.2d 950, 954 (Tex. App.—Dallas 1955 writ ref'd n.r.e.); *see also Occidental Chem. Corp. v. ETC NGL Transp*., LLC, 425 S.W.3d 354, 363 (Tex. App.—Houston [1st Dist.] 2011, pet. dism'd) (holding that "Texas courts have also recognized that injunctive relief is appropriate in this specific context, i.e., to grant relief to an entity with the right to access land to conduct preliminary survey work before instituting a condemnation proceeding.").

I. GENERAL DENIAL AND ANSWER

1. In accordance with Texas Rule of Civil Procedure 92, TCRI denies each and every, all and singular, the allegations contained in Plaintiff's First Amended Petition and Request for Declaratory Relief and demands strict proof thereof by the appropriate legal standard.

II. COUNTERCLAIM

A. Discovery Level

2. TCRI pleads that discovery should be conducted in accordance with a Level 3 discovery control plan, pursuant to TEX. R. CIV. P. 190.3.

B. Parties

3. Texas Central Railroad and Infrastructure, Inc. is a Texas Corporation licensed to do business in the State of Texas and is in the process of developing a high-speed rail line between Dallas and Houston, Texas. TCRI amended its charter in 2015 to include, for the first time, its express purpose of planning, building, maintaining, and operating an electric railroad.[4] TCRI is a railroad company, as that term is used in TEX. TRANSP. CODE § 112.051 *et. seq*. and an electric railway as that term is used in TEX. TRANSP. CODE § 131.012 *et. seq*. Accordingly, TCRI has been statutorily granted the right to "enter on the land or water of any person or corporation" in order to "have an examination and survey of its proposed railway made as necessary to select the most advantageous route" for its proposed railway.[5]

4. Intervenor Integrated Texas Logistics, Inc. is a Texas Corporation licensed to do business in the State of Texas and is in the process of developing a high-speed rail line between

[4] *See* Certificate of Amendment attached hereto as Exhibit "A."

[5] TEX. TRANSP. CODE §§ 112.051(a), 131.013(b).

Dallas and Houston, Texas. ITL was chartered for the express purpose of planning, building, maintaining, and operating an electric railroad.[6] ITL is a railroad company, as that term is used in TEX. TRANSP. CODE § 112.051 *et. seq*. and an electric railway as that term is used in TEX. TRANSP. CODE § 131.012 *et. seq*. Accordingly, ITL has been statutorily granted the right to "enter on the land or water of any person or corporation" in order to "have an examination and survey of its proposed railway made as necessary to select the most advantageous route" for its proposed railway.[7]

5. Plaintiff is an individual who resides in Leon County, Texas.

C. Jurisdiction and Venue

6. This Court has jurisdiction over this case pursuant to TEX. CIV. PRAC. & REM. CODE § 65.021(a).

7. Venue is proper pursuant to TEX. CIV. PRAC. & REM. CODE §§ 15.016 and 65.023(a) because the primary relief requested in this petition is injunctive in nature, and the Plaintiff is domiciled in Leon County, Texas.

D. Texas Rule of Civil Procedure 47 Disclosure

8. TCRI seeks non-monetary relief in the form of injunctive relief and a declaratory judgment, as set forth herein. Additionally, TCRI seeks monetary relief of $100,000 or less in the form of attorneys' fees related to its declaratory judgment action.

E. Statement of Facts

[6] *See* Certificate of Formation attached hereto as Exhibit "B." ITL was created out of an abundance of caution after certain property owners related to the Project alleged that TCRI did not have eminent domain powers as an electric railway because of the timing of filing its notice with the Texas Comptroller that TCRI possessed the right of eminent domain as an interurban electric railway. While Plaintiffs believe this argument is without merit, as discussed in their declaratory judgment action below, ITL was created to avoid any question as to its authority to enter onto and survey the Property, as well as other properties related to the Project.

[7] TEX. TRANSP. CODE §§ § 112.051(a), 131.013(b).

9. Plaintiff is the record owner of certain real property (the "Property") located in Leon County, Texas, more particularly described in the attached Exhibit "C."

10. TCRI and ITL, along with their affiliated entities, are in the process of planning, surveying, and acquiring the right-of-way necessary for a 240-mile high-speed rail line that will connect the two largest metropolitan areas in the State of Texas, with a planned intermediate stop to be located in Grimes County (the "Project").

11. TCRI is primarily responsible for pre-construction activities related to the design and right-of-way acquisition of the Project. ITL will support and assist TCRI and contractors in the procurement, storage, and timely delivery of the rolling stock and component parts necessary for construction. ITL will also procure, own, and operate any short line railroads necessary to facilitate the Project. Following construction, ITL will maintain the rail infrastructure and rolling stock.

12. Employing the N700-I bullet train technology, the Project will operate on a dedicated right-of-way that will be similar in width to that of a standard county road and, where possible, is being designed to parallel pre-existing rights-of-way.

13. Plaintiff's Property is one of the numerous individual properties that will likely be crossed by the Project.

14. TCRI submitted a petition for a Rule of Particular Applicability to the Federal Railroad Administration ("FRA") addressing the safety issues presented by the Project. Pursuant to the National Environmental Policy Act, a draft environmental impact statement ("DEIS") covering this request was released on December 15, 2017. In the DEIS, the FRA designated a preferred build alternative route for the Project. The FRA continued to analyze the environmental impacts of the various build alternatives during a public notice and comment period ending March 9, 2018, and

held 11 public hearings along the design corridor. Plaintiff attended the public hearing in Leon County. The project has reached a point where actual access to the Property is necessary in order to determine the viability of the proposed route and the exact location it might take over the Property.

15. TCRI has entered an agreement with National Railroad Passenger Corporation doing business as Amtrak ("Amtrak") to connect the Project to Amtrak's interstate rail system. As part of the agreement between the parties, TCRI will be permitted to sell through-tickets for passengers to connect to the Amtrak's extensive interstate rail network in Dallas and Houston.

16. Based on the incorporation of the Project into the national rail network through its agreement with Amtrak, TCRI has filed its application with the Surface Transportation Board ("STB") requesting that it assert jurisdiction over the Project. The STB, formerly known as the Interstate Commerce Commission, has exclusive jurisdiction over transportation by rail carrier between a place in one state and a place in another state "as part of the interstate rail network."[8]

17. TCRI and ITL have engaged land surveyors to survey the Property in an effort to determine the exact route the proposed high-speed rail line may take over the Property, and to determine the legal boundaries of any right-of-way that TCRI and ITL may need to acquire.

18. TCRI and ITL also need to examine the Property to determine if there are any cultural, environmental/wetlands, or topographical obstacles to construction.

19. Each of the aforementioned examinations and surveys are necessary in order for TCRI and ITL to select the most advantageous route for its high-speed rail line and to legally identify and define the right-of-way they will ultimately need to acquire from Plaintiff.

20. TCRI and ITL, through TCRI, have repeatedly sought to coordinate their examination and survey activities with Plaintiff by entering into a voluntary access agreement that

[8] *See* 29 U.S.C. § 10501(a)(2)(A).

would allow TCRI and ITL to conduct the examination and surveying activities they are entitled to conduct under the law. Within those agreements, and within this petition, TCRI and ITL acknowledge that they are statutorily responsible for any damages that may occur to the Property as a result of their examination and survey activities.[9]

21. Plaintiff has been unwilling to enter into a voluntary access agreement and has denied TCRI access to the Property. Plaintiff has asserted one reason for this denial is that TCRI is not a railroad company and interurban electric railway under Texas law. Plaintiff is thus preventing TCRI from completing the examination and surveying activities that need to be conducted in order for the Project to move forward.

F. Declaratory Judgment Action

22. TCRI seeks a declaratory judgment pursuant to Chapter 37 of the Texas Civil Practice and Remedies Code as to its status under the Texas Transportation Code. Specifically, TCRI seeks a declaration that it is a railroad company as that term is used in TEX. TRANSP. CODE § 112.051 *et. seq*. TCRI further seeks a declaration that it is an electric railway as that term is defined in TEX. TRANSP. CODE § 131.011 and used in TEX. TRANSP. CODE § 131.012 *et. seq*.

23. TCRI's power to conduct the examinations and surveys necessary to determine the most advantageous route for the proposed high-speed rail line is derived from two separate statutes. As Plaintiff has denied TCRI's authority under these statutes, TCRI hereby seeks a declaratory judgment as set forth below.

1. TCRI is a "railroad company"

24. TEX. TRANSP. CODE § 112.051(a) provides that a railroad company "is entitled to make an examination and survey for the company's proposed railway, to be performed as necessary

[9] TEX. TRANSP. CODE. §§ 131.013(b) and 112.051(b).

to select the most advantageous route for the proposed railway, and, subject to Subsection (c), may enter on the lands or waters of any person or corporation for that purpose."[10]

25. The term "railroad company" is statutorily defined in TEX. TRANSP. CODE § 81.002 as including "any other legal entity operating a railroad, including an entity organized under the Texas Business Corporation Act or the Texas Corporation Law provisions of the Business Organizations Code." Plaintiff has denied that TCRI constitutes a railroad company under the Texas Transportation Code. Therefore, pursuant to TEX. CIV. PRAC. & REM. CODE 37.004(a), TCRI seeks declaratory relief from the Court in the form of a declaration of its rights, status, or other legal relations under the Texas Transportation Code as a railroad company, as that term is defined in § 81.002 and used in § 112.051 *et. seq.*

2. TCRI is an "electric railway"

26. Additionally, TEX. Transp. CODE § 131.013(b) provides that an electric railway may:

> (1) have an examination and survey of its proposed railway made as necessary to select the most advantageous route; and
>
> (2) for the purposes of Subdivision (1), enter on the land or water of any person or corporation, subject to responsibility for all damages that may be caused by the entrance, examination, or survey.

27. An electric railway is defined by TEX. TRANSP. CODE § 131.011 as "a corporation chartered under the laws of this state to conduct and operate an electric railway between two municipalities in this state." Plaintiff has denied that TCRI constitutes an electric railway under the Texas Transportation Code. Therefore, pursuant to TEX. CIV. PRAC. & REM. CODE 37.004(a), TCRI seeks declaratory relief from the Court in the form of a declaration of its rights, status, or other legal relations under the Texas Transportation Code as an electric railway, as that term is defined in

[10] TEX. TRANS. CODE. ANN. § 112.051(a) (Vernon 2011).

§ 131.011 and used in § 131.012 *et. seq.*

G. Application for Temporary Injunctive Relief

28. In order to preserve the status quo, and to protect TCRI's statutory legal right to access Plaintiff's Property to conduct the examinations and survey activities necessary for the Project, Plaintiff should be cited to appear and show cause why a temporary injunction should not issue enjoining Plaintiff and those acting by or at Plaintiff's direction from taking any further action interfering with TCRI's right to conduct examinations and surveys. As set forth herein, all prerequisites to temporary injunctive relief have been satisfied.

29. Texas courts have conclusively established that entities vested with the power of eminent domain, such as TCRI,[11] have the right to enter onto private property in order to conduct examinations and surveys, and have consistently granted injunctive relief to preserve and protect this legal right.[12] For over 70 years, courts have held that the status quo in these instances is "one of action, not of rest."[13] A diligent search of Texas authorities has not disclosed a single appellate case in which a condemning authority (of any kind) was denied injunctive relief to conduct lineal surveys or environmental examinations.

---

[11] TCRI is vested with the right of eminent domain under TEX. TRANSP. CODE §§ 131.012 and 112.053.

[12] *See Lewis*, 276 S.W.2d at 954 (upholding injunction allowing surveys to move forward and holding that the term "enter on" as used in Section 181.004 of the Texas Utilities Code recognized the necessity of preliminary surveys and was intended to grant authority to conduct the same); *Coastal Marine Serv. of Tex., Inc. v. City of Port Neches*, 11 S.W.3d 509 (Tex. App.—Beaumont 2000, no pet.) (upholding injunction and allowing for environmental examinations); *I.P. Farms v. Exxon Pipeline Co*., 646 S.W.2d 544, 545 (Tex. App.—Houston [1st Dist.] 1982, no writ) (ancillary to eminent domain power is the authority to enter upon the land to make a preliminary survey); *Puryear v. Red River Auth.*, 383 S.W.2d 818, 820–21 (Tex. Civ. App.—Amarillo 1964, writ ref'd n.r.e.); *Hicks v. Tex. Mun. Power Agency*, 548 S.W.2d 949, 955 (Tex. App.—Houston [14th Dist.] 1977, writ ref'd n.r.e.) ("[g]enerally, courts have upheld the right of a governing body vested with condemnation power to enter into lands for the purpose of a preliminary survey either by express statutory grant or by implication"); *In re Energy Transfer Fuel, L.P.*, 298 S.W.3d 357, 358 (Tex. App.—Tyler 2009, no writ) (acknowledging that a gas corporation with the power of eminent domain had the right to enter upon property to make preliminary surveys of proposed routes).

[13] *See Lewis*, 276 S.W.2d at 955; *Coastal Marine Serv. of Tex., Inc.*, 11 S.W.3d at 515.

1. Statutory grounds.

30. Pursuant to TEX. CIV. PRAC. & REM. CODE § 65.011(1), injunctive relief is appropriate when the applicant is entitled to the relief sought and such relief requires the restraining of some act prejudicial to the applicant.[14] As a matter of law, TCRI is entitled to enter upon the Property to conduct examinations and surveys, and Plaintiff should be restrained from interfering with TCRI's exercise of this legal right.

2. Equitable grounds.

31. Plaintiff's wrongful conduct in preventing TCRI from having unimpeded access to the Property also entitles TCRI to common law injunctive relief as more fully explained below.

(a) Wrongful Act. TCRI is entitled to injunctive relief since it has demonstrated one or more wrongful acts committed by Plaintiff. TCRI has requested that Plaintiff allow TCRI entry onto the Property to conduct examinations and surveys necessary to select the most advantageous route for the Project. Plaintiff refuses to grant TCRI permission to enter onto the Property for these purposes, despite TCRI's legal right to do so.

(b) Probable Right to Relief. TCRI is entitled to injunctive relief since it has demonstrated a probable right to the relief sought upon final hearing. As set out more specifically above, TCRI is statutorily and legally entitled to enter Plaintiff's Property for the purposes of conducting examinations and surveys associated with the Project. Plaintiff has refused to allow the requested examinations and surveys, and is therefore denying the exercise of TCRI's legal rights without good cause.

[14] TEX. CIV. PRAC. & REM. CODE § 65.011(1); *see Coastal Marine Serv. of Tex., Inc.*, 11 S.W.3d at 515.

(c) Probable Injury. TCRI is entitled to injunctive relief since it has shown it will suffer probable injury by establishing: (1) imminent harm; (2) irreparable injury; and (3) no adequate remedy at law.

(i) Imminent Harm. An injunction is proper when the harm sought to be prevented is imminent or immediate.[15] TCRI has requested entry upon the Property in order to conduct the examinations and surveys needed for the Project. Without access to the Property to conduct these examinations and surveys, the planning and other preliminary activities associated with the Project (much less the actual acquisition of right-of-way or construction of the railroad) cannot continue. By denying TCRI the right to exercise its statutory right to conduct the requisite examinations and surveys, Plaintiff is causing current and actual harm to TCRI.

(ii) Irreparable Injury. An injunction is proper when the harm sought to be prevented is irreparable. Irreparable injury has been defined as an injury that cannot be compensated in damages, or an injury that results in damages that cannot be measured by any pecuniary standard.[16] TCRI's purpose for seeking entry to the Property is to perform examinations and surveys that will allow it to determine a suitable location and establish legal boundaries for the Project discussed above. Until those examinations and surveys are performed, it is impossible to determine the location of the railroad, the area to be

---

[15] *Crawford Energy, Inc. v. Tex. Indust.*, 541 S.W.2d 463, 467 (Tex. Civ. App.—Dallas 1976, no writ).

[16] *Pipkin v. JVM Oper., L.C.*, 197 B.R. 47, 55 (E.D. Tex. 1996) (holding irreparable injury where economic damage is difficult to calculate, as where party will incur injury to its operations, reputation, and goodwill); *Cho v. Itco, Inc.*, 782 F. Supp. 1183, 1185 (E.D. Tex. 1991) (finding threat of losing customer goodwill may constitute irreparable harm); *Assoc. Gen. Contract v. City of El Paso*, 932 S.W.2d 124, 126 (Tex. App.—E1 Paso 1996, no writ); *Canteen Corp. v. Republic of Tex. Prop., Inc.*, 773 S.W.2d 398, 401 (Tex. App.—Dallas 1989, no writ); *see also Estate of Dilasky*, 972 S.W.2d 763, 767 (Tex. App.—Corpus Christi 1998, no writ) (costs and delay may be factors of irreparable harm); *Liberty Mut. Ins. Co. v. Mustang Tractor & Equip. Co. & Eureka Inv. Co.*, 812 S.W.2d 663, 666 (Tex. App.—Houston [14th Dist.] 1997, no writ) (disruption of business can be irreparable harm).

encumbered by the right-of-way, the legal boundaries of any proposed right-of-way, or the feasibility of construction given the natural and cultural resources that may exist on the Property. Without examination and survey of the Property, the Project cannot be finalized—causing monetary damages that cannot be adequately measured or easily calculated, as well as damages to TCRI's operations, goodwill, and reputation that cannot be monetarily measured at all. Conversely, enforcement of TCRI's statutory right to enter the Property and conduct these preliminary surveys will cause no harm and minimal inconvenience to Plaintiff.[17] Furthermore, to the extent that any damage is caused to Plaintiff's Property, TCRI is statutorily required to compensate Plaintiff for those damages.[18]

(iii) <u>No Adequate Remedy at Law</u>. A party is entitled to injunctive relief when there is no adequate remedy at law.[19] For a remedy to qualify as being adequate, it must give the plaintiff complete, final, and equal relief.[20] If damages cannot be calculated for the harm complained of, or if the defendant will be unable to pay damages, there is no adequate remedy at law.[21] Plaintiff's action in obstructing TCRI from completing its examinations and surveys on the Property effectively prevent TCRI from moving forward

---

[17] *See Lewis*, 276 S.W.2d at 955–56 ("the trial court no doubt weighed the relative convenience and inconvenience and the comparative injuries to the parties and to the public which would arise from the granting or refusal of this temporary injunction, and found the equities to lie with Appellee [utility company]. There can be little if any doubt that Appellee under the facts shown in this record is entitled to acquire easement rights over the Appellant's land, either by voluntary conveyance or by condemnation. That being so, the injuries suffered by Appellant from the survey will be small compared with the injuries suffered by the Appellee and the public if Appellee were denied the right to proceed with its preliminary survey…").

[18] TEX. TRANS. CODE. ANN. § 131.013(b) (Vernon 2011); TEX. TRANS. CODE. ANN. § 112.051(b) (Vernon 2011).

[19] *Fasken v. Darby*, 901 S.W.2d 591, 592 (Tex. App.—El Paso 1995, no writ).

[20] *See Henderson v. KARTS, Inc*., 822 S.W.2d 769, 773 (Tex. App.—Houston [1st Dist.] 1992, no writ).

[21] *Tex. Indus. Gas v. Phx. Metallurgical Corp*., 828 S.W.2d 529, 533 (Tex. App.—Houston [1st Dist.] 1992, no writ).

with the Project. TCRI cannot identify any impediments to the proposed route or the proposed right-of-way which it would seek to purchase from the Plaintiff without first conducting the necessary examinations and surveys required—actions that will cause no harm to Plaintiff, but which Plaintiff refuses to allow TCRI to perform. No amount of monetary damages can cure Plaintiff's denial of access complained of herein. Assuming for argument's sake that monetary damages could somehow be calculated, they would be in the billions of dollars—amounts that Plaintiff undoubtedly could not pay.[22] Accordingly, TCRI has no adequate remedy at law.

(d) Bond. TCRI will post a reasonable bond as set by the Court in this case.

H. Permanent Injunction

32. TCRI further requests that the Court, after trial is completed, enter a permanent injunction against Plaintiff and those acting in concert with him, enjoining Plaintiff from interfering with TCRI's right to conduct the examinations and surveys necessary to select the most advantageous route for the Project.

I. Attorneys' Fees

33. Pursuant to TEX. CIV. PRAC. & REM. CODE § 37.009, TCRI is entitled to recover its reasonable and necessary attorneys' fees and costs associated with its declaratory judgment action.

III. PRAYER FOR RELIEF

WHEREFORE, PREMISES CONSIDERED, TCRI Texas Central Railroad respectfully requests the following relief:

[22] *Tel. Equip. Network, Inc. v. TA/Westchase Place, Ltd.*, 80 S.W.3d 601, 611 (Tex. App.—Houston [1st Dist.] 2002, no pet.)

1. A declaration that TCRI is a railroad company, as that term is defined in TEX. TRANSP. CODE § 81.002 and used in TEX. TRANSP. CODE § 112.051 *et. seq.*, and an electric railway, as that term is defined in TEX. TRANSP. CODE § 131.011 and used in TEX. TRANSP. CODE § 131.012 *et. seq.,* along with the reasonable and necessary attorneys' fees and costs incurred related to this claim;

2. That Plaintiff be cited to appear and show cause and that upon such hearing, a temporary injunction be issued restraining the Plaintiff, his agents, servants, employees, and assigns, and anyone else working in active concert or participation with him, from directly or indirectly impeding or interfering in any way with access on and across the Property by TCRI or its agents, employees, operators, surveyors, and engineers for the purposes of conducting examinations and surveys of the Property in connection with the proposed high-speed rail line and proposed easement and right-of-way across the Property and further restraining Plaintiff from removing or in any way tampering with the stakes and markers placed upon the Property by the survey crews during the pendency of this action;

3. That a permanent injunction be issued prohibiting Plaintiff, his agents, servants, employees, assigns, and anyone else working in active concert or participation with him, from directly or indirectly impeding or interfering in any way with access on and across the Property by TCRI or its agents, employees, operators, surveyors, and engineers for the purposes of conducting examinations and surveys of the Property in connection with the proposed high-speed rail line and proposed easement and right-of-way across the Property and further restraining Plaintiff from removing or in any way tampering with the stakes and markers placed upon the Property by the survey crews; and

4. Such other and further general relief, at law or in equity, to which TCRI may be entitled.

Respectfully submitted,

/s/ Robert Neblett
JACKSON WALKER L.L.P.
100 Congress Avenue, Suite 1100
Austin, Texas 78701
512-236-2000
Fax No. 512-236-2002
Robert B. Neblett III—14849300
rneblett@jw.com
Monte F. James—10547520
mjames@jw.com
Brad Anderson—24055106
banderson@jw.com
Susan Dillon Ayers—24028302
sayers@jw.com
Faith Johnson Lowry—24099560
flowry@jw.com

ATTORNEYS FOR TCRI TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC. AND INTEGRATED TEXAS LOGISTICS, INC.

19461210v.1 148741/00003

VERIFICATION

My name is Travis Kelly. I am Vice President for Texas Central Railroad & Infrastructure, Inc. ("TCRI"). My birth date is January 23, 1982. My address is 1409 South Lamar Street Suite 1022, Dallas, Texas 75215. I have read the foregoing TCRI's Verified Amended Answer, Verified Counterclaim, and Application for Injunctive Relief, and the factual statements set forth therein are true and correct based upon either my personal knowledge or information obtained from the records attached hereto, upon which information I am relying. I reserve the right to amend the aforesaid filing if it should appear at any time that omissions or errors have been made, or that additional or more accurate information has been obtained. I declare under penalty of perjury that the foregoing is true and correct.

Executed in Dallas County, Texas, on 5/3/18.

Travis Kelly, Vice President
Texas Central Railroad & Infrastructure, Inc.

19461210v.1 148741/00003

EXHIBIT A

Corporations Section
P.O.Box 13697
Austin, Texas 78711-3697

Carlos H. Cascos
Secretary of State

Office of the Secretary of State

The undersigned, as Secretary of State of Texas, does hereby certify that the attached is a true and correct copy of each document on file in this office as described below:

Texas Central Railroad & Infrastructure, Inc.
Filing Number: 801704184

Certificate of Amendment — January 21, 2015

In testimony whereof, I have hereunto signed my name officially and caused to be impressed hereon the Seal of State at my office in Austin, Texas on March 30, 2016.

Carlos H. Cascos
Secretary of State

Form 424 (Revised 05/11) Submit in duplicate to: Secretary of State P.O. Box 13697 Austin, TX 78711-3697 512 463-5555 FAX: 512/463-5709 Filing Fee: See instructions	**Certificate of Amendment**	This space reserved for office use. FILED In the Office of the Secretary of State of Texas JAN 21 2015 Corporations Section

Entity Information

The name of the filing entity is:

TXHS Railroad, Inc.

State the name of the entity as currently shown in the records of the secretary of state. If the amendment changes the name of the entity, state the old name and not the new name.

The filing entity is a: (Select the appropriate entity type below.)

- ☒ For-profit Corporation
- ☐ Nonprofit Corporation
- ☐ Cooperative Association
- ☐ Limited Liability Company
- ☐ Professional Corporation
- ☐ Professional Limited Liability Company
- ☐ Professional Association
- ☐ Limited Partnership

The file number issued to the filing entity by the secretary of state is: 801704184

The date of formation of the entity is: 12/20/2012

Amendments

1. Amended Name

(If the purpose of the certificate of amendment is to change the name of the entity, use the following statement)

The amendment changes the certificate of formation to change the article or provision that names the filing entity. The article or provision is amended to read as follows:

The name of the filing entity is: (state the new name of the entity below)

Texas Central Railroad & Infrastructure, Inc.

The name of the entity must contain an organizational designation or accepted abbreviation of such term, as applicable.

2. Amended Registered Agent/Registered Office

The amendment changes the certificate of formation to change the article or provision stating the name of the registered agent and the registered office address of the filing entity. The article or provision is amended to read as follows:

Registered Agent
(Complete either A or B, but not both. Also complete C.)

☐ A. The registered agent is an organization (cannot be entity named above) by the name of:

OR

☐ B. The registered agent is an individual resident of the state whose name is:

First Name *M.I.* *Last Name* *Suffix*

The person executing this instrument affirms that the person designated as the new registered agent has consented to serve as registered agent.

C. The business address of the registered agent and the registered office address is:

Street Address (No P.O. Box) *City* *State* *Zip Code*

TX

3. Other Added, Altered, or Deleted Provisions

Other changes or additions to the certificate of formation may be made in the space provided below. If the space provided is insufficient, incorporate the additional text by providing an attachment to this form. Please read the instructions to this form for further information on format.

Text Area (The attached addendum, if any, is incorporated herein by reference.)

☐ Add each of the following provisions to the certificate of formation. The identification or reference of the added provision and the full text are as follows:

☒ Alter each of the following provisions of the certificate of formation. The identification or reference of the altered provision and the full text of the provision as amended are as follows:

Article 5 - Purpose is amended and restated in its entirety to read as follows:

"The purpose for which the corporation is organized is to plan, build, maintain and operate an interurban electric railroad, and to conduct or promote any other lawful businesses or purposes that a corporation is legally allowed to conduct or promote, within this state or any other jurisdiction."

☐ Delete each of the provisions identified below from the certificate of formation.

Statement of Approval

The amendments to the certificate of formation have been approved in the manner required by the Texas Business Organizations Code and by the governing documents of the entity.

Effectiveness of Filing (Select either A, B, or C.)

A. ☒ This document becomes effective when the document is filed by the secretary of state.

B. ☐ This document becomes effective at a later date, which is not more than ninety (90) days from the date of signing. The delayed effective date is: _____

C. ☐ This document takes effect upon the occurrence of a future event or fact, other than the passage of time. The 90th day after the date of signing is: _____

The following event or fact will cause the document to take effect in the manner described below:

Execution

The undersigned signs this document subject to the penalties imposed by law for the submission of a materially false or fraudulent instrument and certifies under penalty of perjury that the undersigned is authorized under the provisions of law governing the entity to execute the filing instrument.

Date: _____

By: _____

Signature of authorized person

Mark M. Walker

Printed or typed name of authorized person (see instructions)

EXHIBIT B

Corporations Section
P.O.Box 13697
Austin, Texas 78711-3697

Rolando B. Pablos
Secretary of State

Office of the Secretary of State

CERTIFICATE OF FILING
OF

Integrated Texas Logistics, Inc.
File Number: 802823731

The undersigned, as Secretary of State of Texas, hereby certifies that a Certificate of Formation for the above named Domestic For-Profit Corporation has been received in this office and has been found to conform to the applicable provisions of law.

ACCORDINGLY, the undersigned, as Secretary of State, and by virtue of the authority vested in the secretary by law, hereby issues this certificate evidencing filing effective on the date shown below.

The issuance of this certificate does not authorize the use of a name in this state in violation of the rights of another under the federal Trademark Act of 1946, the Texas trademark law, the Assumed Business or Professional Name Act, or the common law.

Dated: 09/26/2017

Effective: 09/26/2017

Rolando B. Pablos
Secretary of State

FILED
In the Office of the
Secretary of State of Texas

SEP 26 2017

Corporations Section

CERTIFICATE OF FORMATION

OF

INTEGRATED TEXAS LOGISTICS, INC.

The undersigned natural person of the age of eighteen years or more, acting as the sole incorporator of a corporation under the Texas Business Organizations Code, does hereby adopt the following Certificate of Formation for such corporation:

ARTICLE ONE

The name of the corporation is Integrated Texas Logistics, Inc.

ARTICLE TWO

The period of its duration is perpetual.

ARTICLE THREE

The purpose or purposes for which the corporation is organized are:

To construct, acquire, maintain, or operate lines of electric railway between municipalities in this state for the transportation of freight, passengers, or both freight and passengers, with all powers conferred pursuant to and all limitations imposed by Chapter 131 of the Texas Transportation Code;

To operate and transact business as a railroad company, with all powers conferred pursuant to and all limitations imposed by Chapter 112 of the Texas Transportation Code;

To conduct or promote any other lawful businesses or purposes that a corporation is legally allowed to conduct or promote, within this state or any other jurisdiction; and

In general, to have and exercise all of the powers conferred by the laws of Texas upon corporations formed under the Texas Business Organizations Code, and to do any and all things hereinafter set forth to the same extent as natural persons might or could do.

ARTICLE FOUR

The aggregate number of shares which the corporation shall have authority to issue is One Thousand (1,000) shares, and the par value of each of such shares shall be One Cent ($.01). All such shares shall be of one class and shall be designated as Common Stock.

ARTICLE FIVE

The address of its initial registered office is 1999 Bryan Street Suite 900, Dallas, Texas 75201, and the name of its initial registered agent at such address is C T Corporation System.

ARTICLE SIX

The number of directors constituting the initial Board of Directors is one (1) and the name and address of the person who is to serve as the director of the corporation until the first annual meeting of the shareholders or until his successors are elected and qualified are:

Name	Address
Paul Lansdale	2001 Ross Avenue, Suite 3700 Dallas, Texas 75201

ARTICLE SEVEN

The name and address of the incorporator is KJ Pedersen, c/o Vinson & Elkins L.L.P., 2001 Ross Avenue, Suite 3700, Dallas, Texas 75201.

ARTICLE EIGHT

Unless a Bylaw adopted by the shareholders provides otherwise as to all or some portion of the corporation's Bylaws, the corporation's shareholders may amend, repeal or adopt the corporation's Bylaws even though the Bylaws may also be amended, repealed or adopted by its Board of Directors.

ARTICLE NINE

Any action required by the Texas Business Organizations Code to be taken at any annual or special meeting of shareholders, or any action which may be taken at any annual or special meeting of shareholders, may be taken without a meeting, without prior notice, and without a vote, if a consent or consents in writing, setting forth the action so taken, shall have been signed by the holder or holders of shares having not less than the minimum number of votes that would be necessary to take such action at a meeting at which the holders of all shares entitled to vote on the action were present and voted.

ARTICLE TEN

No director of the corporation shall be liable to the corporation or its shareholders for monetary damages for an act or omission in the director's capacity as a director, except for liability (i) for any breach of the director's duty of loyalty to the corporation or its shareholders, (ii) for acts or omissions not in good faith that constitute a breach of duty of the director to the corporation or an act or omission that involves intentional misconduct or a knowing violation of law, (iii) for any transaction from which the director received an improper benefit, regardless of whether the benefit resulted from an action taken within the scope of the director's office, and (iv) for acts or omissions for which the liability of a director is expressly provided by statute. Any repeal or amendment of this Article by the shareholders of the corporation shall be prospective only, and shall not adversely affect any limitation on the personal liability of a director of the corporation existing at the time of such repeal or amendment. In addition to the circumstances in which a director of the corporation is not personally liable as set forth in the

preceding sentences, a director shall not be liable to the fullest extent permitted by any amendment to the Texas statutes hereafter enacted that further limits the liability of a director.

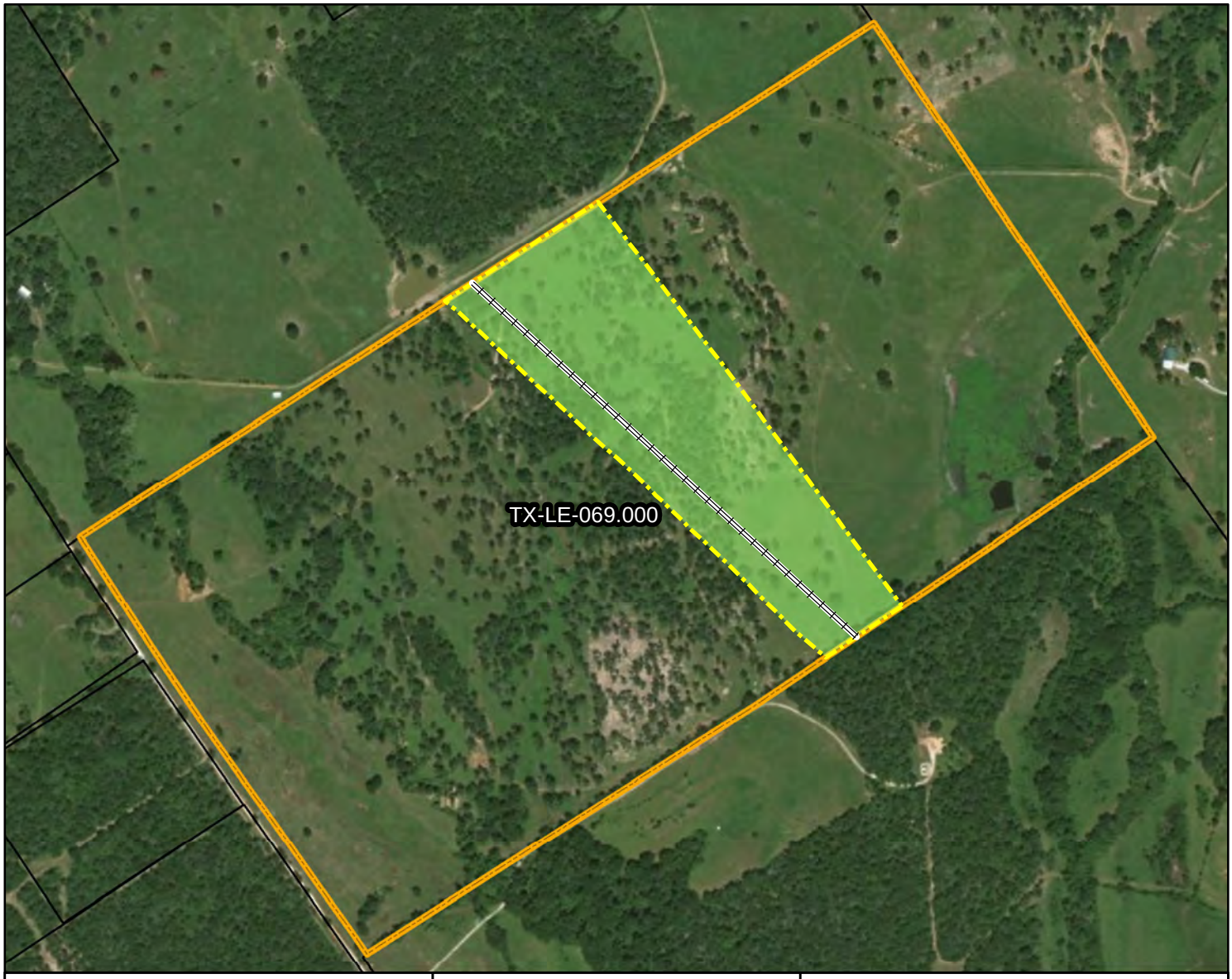
[*Remainder of page intentionally blank.*]

IN WITNESS WHEREOF, the undersigned has set his hand this 25th day of September, 2017.

/s/ KJ Pedersen
KJ Pedersen
Incorporator

EXHIBIT C

PRELIMINARY ACQUISITION DRAWING
LEON COUNTY, TX



ROW LENGTH: 2300.1 FT.
TRACT ACREAGE: 186.5 AC.
ACREAGE TO BE ACQUIRED: 30.795 AC.

AREAL CALCULATIONS AND LINEAR DISTANCES WERE CALCULATED USING: NAD1983 (2011) STATE PLANE ZONE TEXAS CENTRAL FIPS 4203 (US FEET)

TRACT NO.: TX-LE-069.000

N

0 Feet 1,000

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.

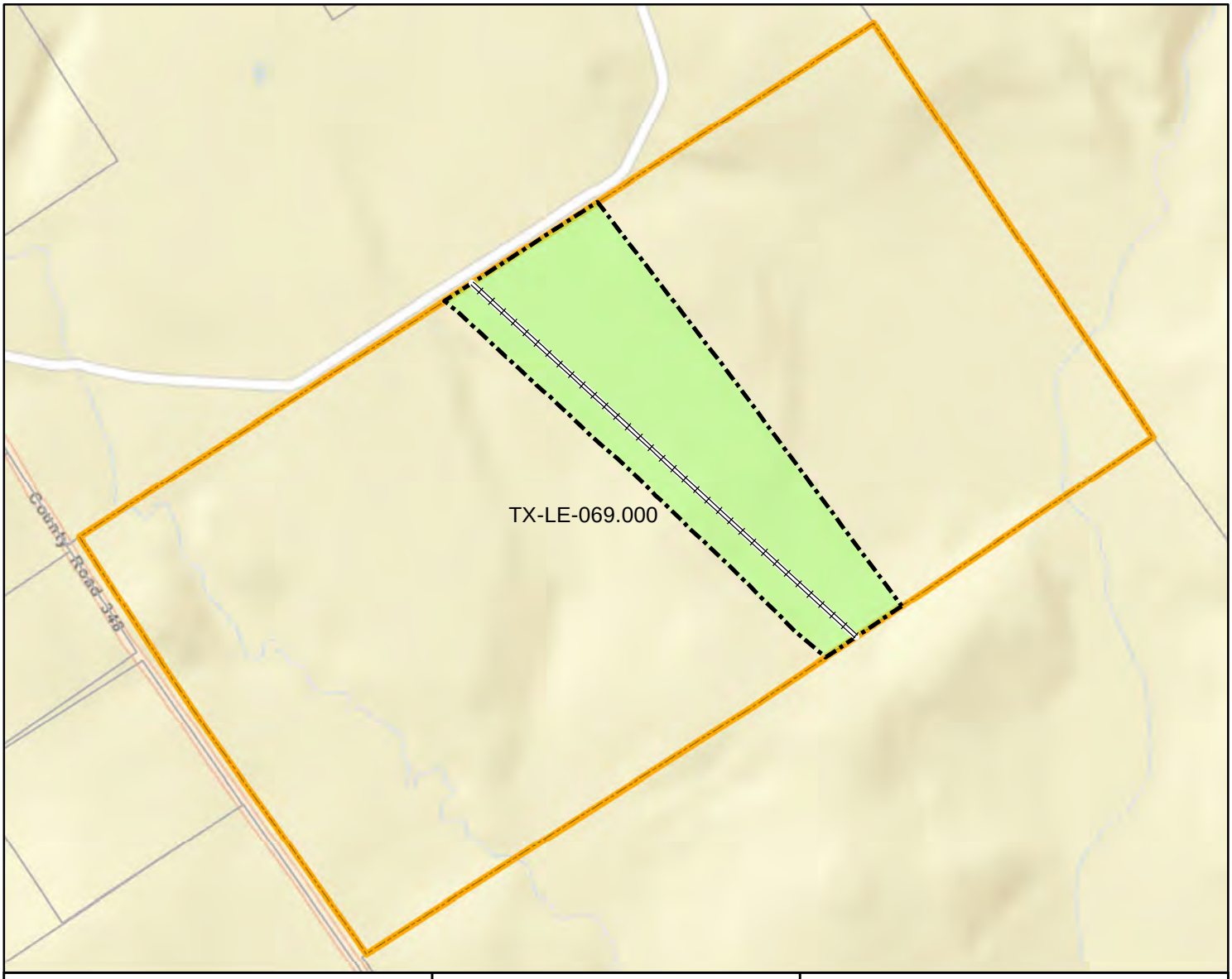
OWNER NAME:
JAMES F. MILES AND WIFE, BARBARA MILES

- ALIGNMENT
- ACREAGE TO BE ACQUIRED
- RIGHT OF WAY
- PROPERTY BOUNDARIES
- ADJACENT PROPERTY BOUNDARIES

THIS MAP IS FOR INFORMATION PURPOSES. DISTANCES IN THIS MAP ARE APPROXIMATIONS ONLY AND SHOULD NOT BE USED FOR AUTHORITATIVE DEFINITION OF LEGAL BOUNDARY OR PROPERTY TITLE.

Date: 5/4/2018 Time: 2:55:30 PM

PRELIMINARY ACQUISITION DRAWING
LEON COUNTY, TX



ROW LENGTH: 2300.1 FT.
TRACT ACREAGE: 186.5 AC.
ACREAGE TO BE ACQUIRED: 30.795 AC.

AREAL CALCULATIONS AND LINEAR DISTANCES WERE CALCULATED USING: NAD1983 (2011) STATE PLANE ZONE TEXAS CENTRAL FIPS 4203 (US FEET)

TRACT NO.: TX-LE-069.000

N

0 — Feet — 1,000

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.

OWNER NAME:
JAMES F. MILES AND WIFE, BARBARA MILES

- ALIGNMENT
- ACREAGE TO BE ACQUIRED
- RIGHT OF WAY
- PROPERTY BOUNDARIES
- ADJACENT PROPERTY BOUNDARIES

THIS MAP IS FOR INFORMATION PURPOSES. DISTANCES IN THIS MAP ARE APPROXIMATIONS ONLY AND SHOULD NOT BE USED FOR AUTHORITATIVE DEFINITION OF LEGAL BOUNDARY OR PROPERTY TITLE.

Date: 5/4/2018 Time: 2:54:39 PM

Exhibit E

Corporations Section
P.O.Box 13697
Austin, Texas 78711-3697

Carlos H. Cascos
Secretary of State

Office of the Secretary of State

The undersigned, as Secretary of State of Texas, does hereby certify that the attached is a true and correct copy of each document on file in this office as described below:

Texas Central Railroad & Infrastructure, Inc.
Filing Number: 801704184

Certificate of Amendment — January 21, 2015

In testimony whereof, I have hereunto signed my name officially and caused to be impressed hereon the Seal of State at my office in Austin, Texas on March 30, 2016.

Carlos H. Cascos
Secretary of State

Form 424 (Revised 05/11) Submit in duplicate to: Secretary of State P.O. Box 13697 Austin, TX 78711-3697 512 463-5555 FAX: 512/463-5709 Filing Fee: See instructions	Certificate of Amendment	This space reserved for office use. FILED In the Office of the Secretary of State of Texas JAN 21 2015 Corporations Section

Entity Information

The name of the filing entity is:

TXHS Railroad, Inc.

State the name of the entity as currently shown in the records of the secretary of state. If the amendment changes the name of the entity, state the old name and not the new name.

The filing entity is a: (Select the appropriate entity type below.)

- ☒ For-profit Corporation
- ☐ Nonprofit Corporation
- ☐ Cooperative Association
- ☐ Limited Liability Company
- ☐ Professional Corporation
- ☐ Professional Limited Liability Company
- ☐ Professional Association
- ☐ Limited Partnership

The file number issued to the filing entity by the secretary of state is: 801704184

The date of formation of the entity is: 12/20/2012

Amendments

1. Amended Name

(If the purpose of the certificate of amendment is to change the name of the entity, use the following statement)

The amendment changes the certificate of formation to change the article or provision that names the filing entity. The article or provision is amended to read as follows:

The name of the filing entity is: (state the new name of the entity below)

Texas Central Railroad & Infrastructure, Inc.

The name of the entity must contain an organizational designation or accepted abbreviation of such term, as applicable.

2. Amended Registered Agent/Registered Office

The amendment changes the certificate of formation to change the article or provision stating the name of the registered agent and the registered office address of the filing entity. The article or provision is amended to read as follows:

Registered Agent
(Complete either A or B, but not both. Also complete C.)

☐ A. The registered agent is an organization (cannot be entity named above) by the name of:

OR

☐ B. The registered agent is an individual resident of the state whose name is:

First Name *M.I.* *Last Name* *Suffix*

The person executing this instrument affirms that the person designated as the new registered agent has consented to serve as registered agent.

C. The business address of the registered agent and the registered office address is:

Street Address (No P.O. Box) *City* *State* *Zip Code*

TX

3. Other Added, Altered, or Deleted Provisions

Other changes or additions to the certificate of formation may be made in the space provided below. If the space provided is insufficient, incorporate the additional text by providing an attachment to this form. Please read the instructions to this form for further information on format.

Text Area (The attached addendum, if any, is incorporated herein by reference.)

☐ Add each of the following provisions to the certificate of formation. The identification or reference of the added provision and the full text are as follows:

☒ Alter each of the following provisions of the certificate of formation. The identification or reference of the altered provision and the full text of the provision as amended are as follows:

Article 5 - Purpose is amended and restated in its entirety to read as follows:

"The purpose for which the corporation is organized is to plan, build, maintain and operate an interurban electric railroad, and to conduct or promote any other lawful businesses or purposes that a corporation is legally allowed to conduct or promote, within this state or any other jurisdiction."

☐ Delete each of the provisions identified below from the certificate of formation.

Statement of Approval

The amendments to the certificate of formation have been approved in the manner required by the Texas Business Organizations Code and by the governing documents of the entity.

Effectiveness of Filing (Select either A, B, or C.)

A. ☒ This document becomes effective when the document is filed by the secretary of state.

B. ☐ This document becomes effective at a later date, which is not more than ninety (90) days from the date of signing. The delayed effective date is: _____

C. ☐ This document takes effect upon the occurrence of a future event or fact, other than the passage of time. The 90th day after the date of signing is: _____

The following event or fact will cause the document to take effect in the manner described below:

Execution

The undersigned signs this document subject to the penalties imposed by law for the submission of a materially false or fraudulent instrument and certifies under penalty of perjury that the undersigned is authorized under the provisions of law governing the entity to execute the filing instrument.

Date: _____

By: _____

Signature of authorized person

Mark M. Walker

Printed or typed name of authorized person (see instructions)

Exhibit F

Comments of Texans Against High-Speed Rail to the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement

Submitted March 9, 2018 to the Federal Railroad Administration

Via electronic mail to:

Kevin Wright, kevin.wright@dot.gov
Michael Johnsen, michael.johnsen@dot.gov
Paul Nissenbaum, paul.nissenbaum@dot.gov
Federal Railroad Administration
1200 New Jersey Avenue SE, MS-20
Washington, D.C. 20590

Texans Against High-Speed Rail
P.O. Box 245
Jewett, Texas 75846

866.319.7756
info@TexansAgainstHSR.com
www.TexansAgainstHSR.com

Texans Against High Speed Rail (TAHSR) submits this comment to the Draft Environmental Impact Statement (DEIS) for Texas Central Railroad's (TCRR) Dallas to Houston High-Speed Rail (the "Project") prepared by the Federal Railroad Administration (FRA). TAHSR is a not-for-profit organization whose members include citizens, landowners, farmers, ranchers, business owners, interested organizations, and elected officials who share TAHSR's core belief of combating the abuse of eminent domain for private economic use, and preventing unnecessary government subsidies. In addition to its goal of protecting private property rights and maintaining efficient modes of transportation, TAHSR seeks to protect the environment along the affected corridor through preservation of farmland and community interests, enhancement of wildlife, protection of waters, wetlands, and endangered and protected species, and recognition of the rural lifestyle.

I. Introduction.

Congress designed the National Environmental Policy Act (NEPA), in the words of the United States Supreme Court, to prevent an agency from doing something uninformed, rather than something unwise.[1] Unfortunately, it appears the FRA is about to do both.

First, the FRA is about to do something uninformed. Specifically, while both the FRA and TCRR admit that properties along the affected corridor must be surveyed in order to properly assess the Project's environmental impacts, approximately 35% of the total lineal mileage and at least 47,000 acres of affected property has not yet been surveyed. Without these on-the-ground surveys, the FRA's environmental assessment is, by

[1] *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 351 (1989).

definition, uninformed. It should therefore come as no surprise that the DEIS inadequately addresses or altogether ignores numerous material impacts. In spite of the incomplete data contained in the DEIS, TAHSR will attempt to address these deficiencies in this comment.

Moreover, not a single local, state, or federal regulatory agency or authority has conducted any independent analysis of the Project's economic viability. Instead, those who stand to lose their property to TCRR, along with thousands of Texans whose lives and communities will be forever impacted, have been left to take TCRR at its word that the Project will succeed financially. The real shame is the FRA is letting TCRR get away with this instead of requiring full transparency and conducting its own, independent economic analysis. Until the FRA does so, it cannot make an informed assessment of the Project's environmental impacts, and the public cannot play an informed role.

Second, the FRA is about to do something unwise. Put simply, TCRR has greatly exaggerated the Project's ridership projections while underestimating its costs, a sure-fire recipe for financial disaster. Given that all objective, verifiable data reveals that the Project will fail spectacularly, the FRA's regurgitation of TCRR's economic propaganda has been a tough pill for Texans to swallow.

Regarding the issue of economic viability, the FRA should also consider that TCRR has raised, in cash, less than 1% of its estimated construction costs. In truth, TCRR's financing pressures have been driving its hurry-up approach from day one—a $20 billion tail wagging this dog of a Project. Even more concerning is TCRR's admission that it plans

to aggressively pursue federal loans.[2] If the FRA continues to blindly accept TCRR's representations regarding the Project's viability, it should expect a similar result to the high-speed rail calamity in California, where costs have ballooned from $33 billion to over $67 billion,[3] with passenger service pushed back to 2029.[4]

Before proceeding any further, TAHSR respectfully requests that the FRA do its job, start its environmental assessment over, and take a good faith, "hard look" at this Project as required under NEPA.

II. Because the FRA was forced to rely heavily on aerial and outdated maps, the DEIS is based on incomplete information.

TCRR has not established that it possesses eminent domain authority under Texas law.[5] Consequently, TCRR has only been able to survey private property by obtaining owner consent. This has proven to be a difficult task given the vocal, coordinated opposition to the Project along the corridor. In fact, thousands of landowners have denied survey access. As a result, TCRR (and, in turn, the FRA) has been forced to rely on aerial and outdated maps with respect to properties where access has been denied.

Other agencies, such as the Surface Transportation Board, have attempted to substitute aerial surveys and stale data for actual on-the-ground surveys, due to limited

[2] http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article88543642.html.

[3] https://www.nbcbayarea.com/news/local/Cost-Climbs-by-28-Billion-For-California-Bullet-Train-469628553.html.

[4] https://www.usnews.com/news/best-states/california/articles/2017-11-15/bullet-train-project-delays-environmental-review-timeline.

[5] *See* pages 19-20 below.

access to rural, private property.[6] Regardless of the circumstances, reliance on such data does not satisfy the requisite "hard look" under NEPA.[7]

A. In forty landowner injunction lawsuits, TCRR swore that it must obtain on-the-ground surveys in order to provide the FRA with the information it needed to complete the DEIS.

In counties along the affected corridor and throughout Texas, TCRR filed verified lawsuits against landowners seeking injunctive relief.[8] Specifically, TCRR requested that landowners be enjoined from interfering with TCRR's access to property "for the purposes of conducting examinations and surveys."[9] In these lawsuits, TCRR swore that it ***must*** have surveys or the planning and other preliminary activities associated with the Project "cannot continue." TCRR swore further that without a survey it would be impossible to determine the feasibility of construction "given the natural and cultural resources that may exist" on the property and, as a result, the Project "will be indefinitely suspended."

In addition, TCRR swore that the FRA and the U.S. Army Corps of Engineers had requested "the physical inspection of the routes being considered" for the Project "in order to obtain the information to satisfy the environmental review and permitting process." TCRR also swore that it was told by the FRA that it must "walk the [property] and inspect it for various types of flora and fauna" and "dig 2' x 2' x 2' holes…in order to inspect…for potential archeological/historical artifacts." TCRR swore further that without surveys it

---

[6] *N. Plains v. STB*, 668 F.3d 1067, 1085-87 (9th Cir. 2011).

[7] *Id*.

[8] The case styles and locations of TCRR's lawsuits are detailed in the chart attached as Exhibit A.

[9] *See, e.g.*, Exhibit B, sworn pleadings and affidavits from *Texas Central Railroad and Infrastructure, Inc. v. Calvin V. House*, Cause No. 2016-52516, in the 333rd Judicial District Court, Harris County, Texas.

"would be unable to provide information needed by FRA and Army Corps to conduct the evaluations needed to select the most advantageous route and minimize impacts on cultural resources, environmental conditions, wetlands, or other features." TCRR concluded by swearing that without these on-the-ground surveys, "there will be no Project."

TCRR's sworn statements make clear that it must conduct on-the-ground surveys of affected property in order to provide the FRA with the information it needs for its environmental assessment. Yet, TCRR did not survey these properties, dig holes on these properties, or walk them to inspect for flora and fauna. In fact, TCRR dropped all of its remaining lawsuits despite having failed to obtain surveys of the properties at issue.

B. Notwithstanding TCRR's lawsuits and constant harassment of landowners, a vast amount of affected property has not been surveyed.

Based on information obtained through lawsuits, at public meetings, and directly from landowners, TAHSR has determined that TCRR failed to perform surveys on a vast amount of affected property. Due to the sheer magnitude of property yet to be surveyed, there is no question that the DEIS is based on incomplete information. Regarding identification of properties that have or have not been surveyed, TAHSR has purposely erred on the side of caution. In all likelihood, the amount of property yet to be surveyed is much higher. Subject to this qualification, TAHSR sets forth its conclusions below:

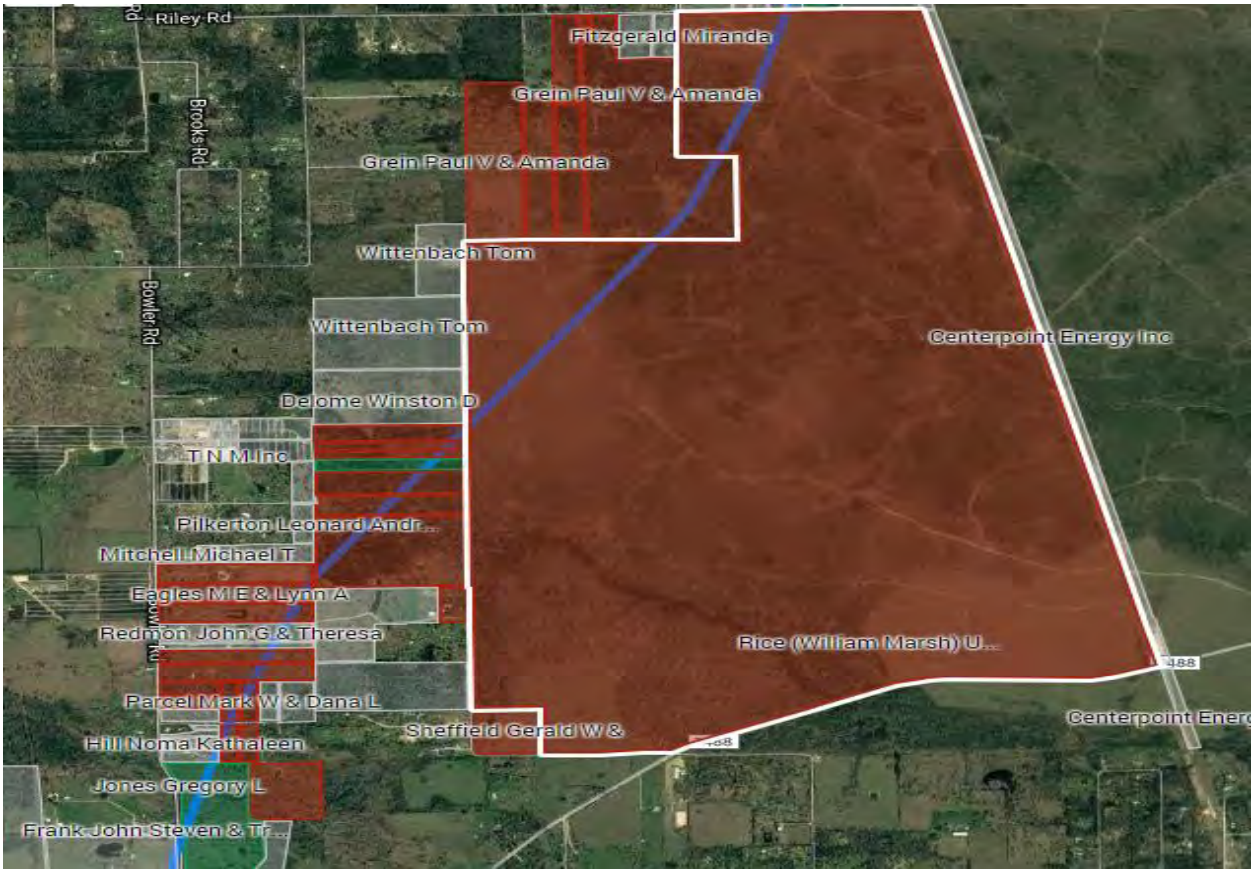
1. Total lineal mileage and acreage.

The FRA has failed to conduct on-the-ground surveys on approximately 35% of the lineal mileage along the proposed right-of-way. In other words, the FRA has not set foot on over 80 miles of property directly on the route where TCRR intends to build its Project.

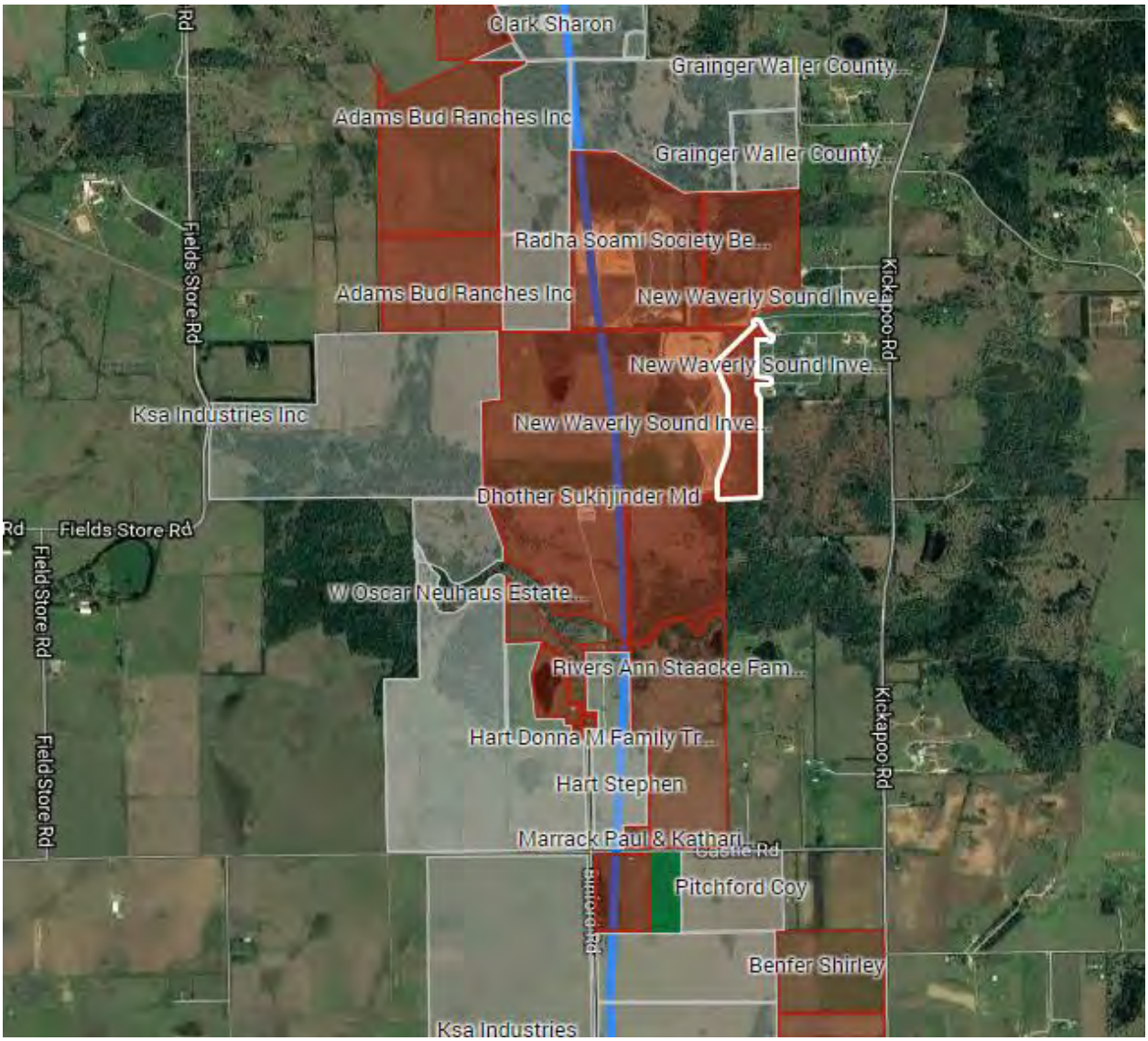
In addition to the property directly on the proposed right-of-way, the FRA must conduct on-the-ground surveys on adjacent and other affected property. The FRA has failed to survey at least 47,000 acres (73.5 square miles) of total affected property.

2. Waller County.

In Waller County, TCRR failed to survey 63% of the lineal mileage and over 3,800 acres of affected property.[10] Examples showing the vast amount of acreage in Waller County left to be surveyed are shown below. The blue line is the projected right-of-way. Red parcels have not been surveyed. Green parcels have been surveyed. White parcels may or may not have been surveyed.



[10] Exhibit C (Waller County overview).

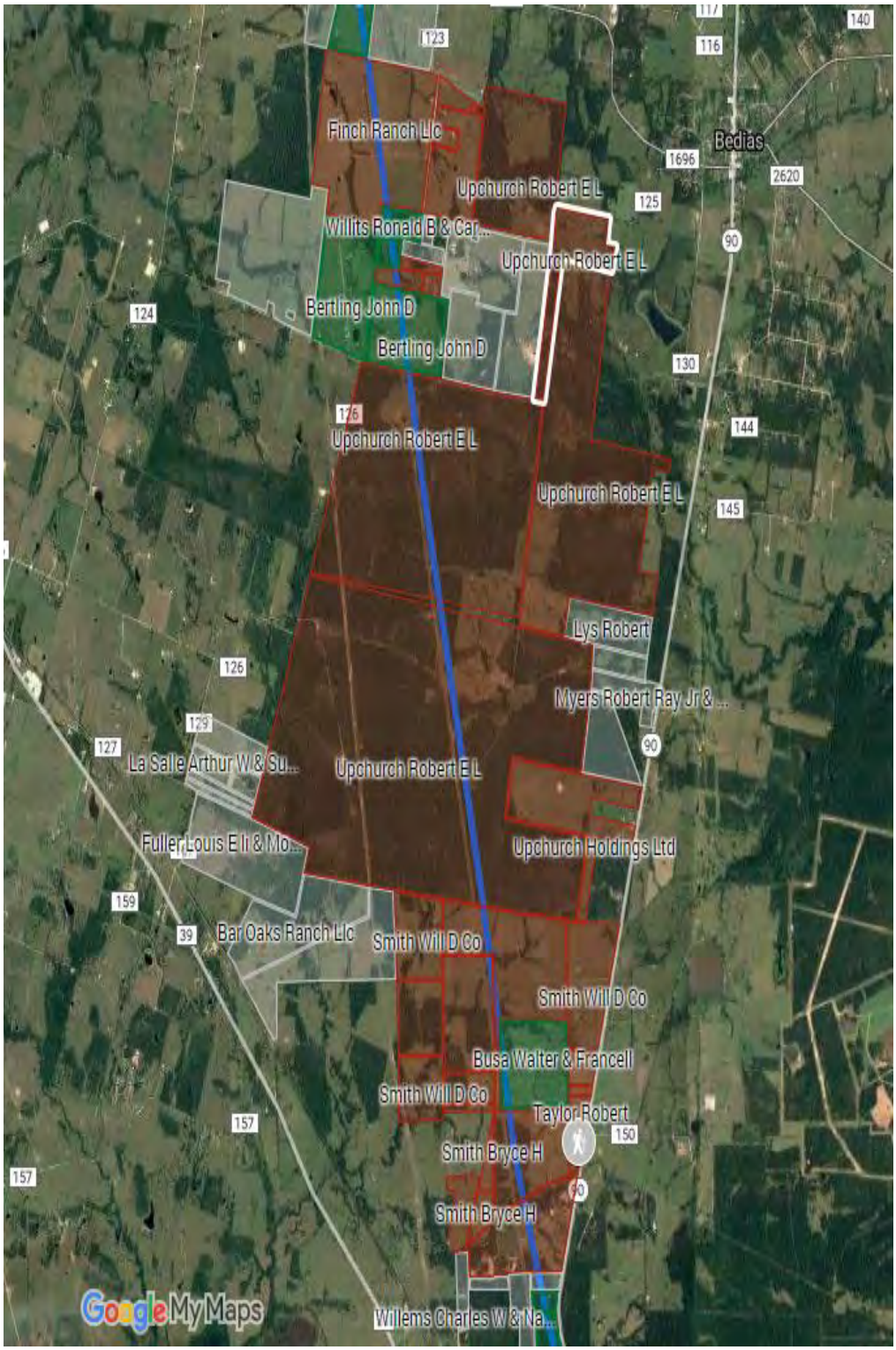


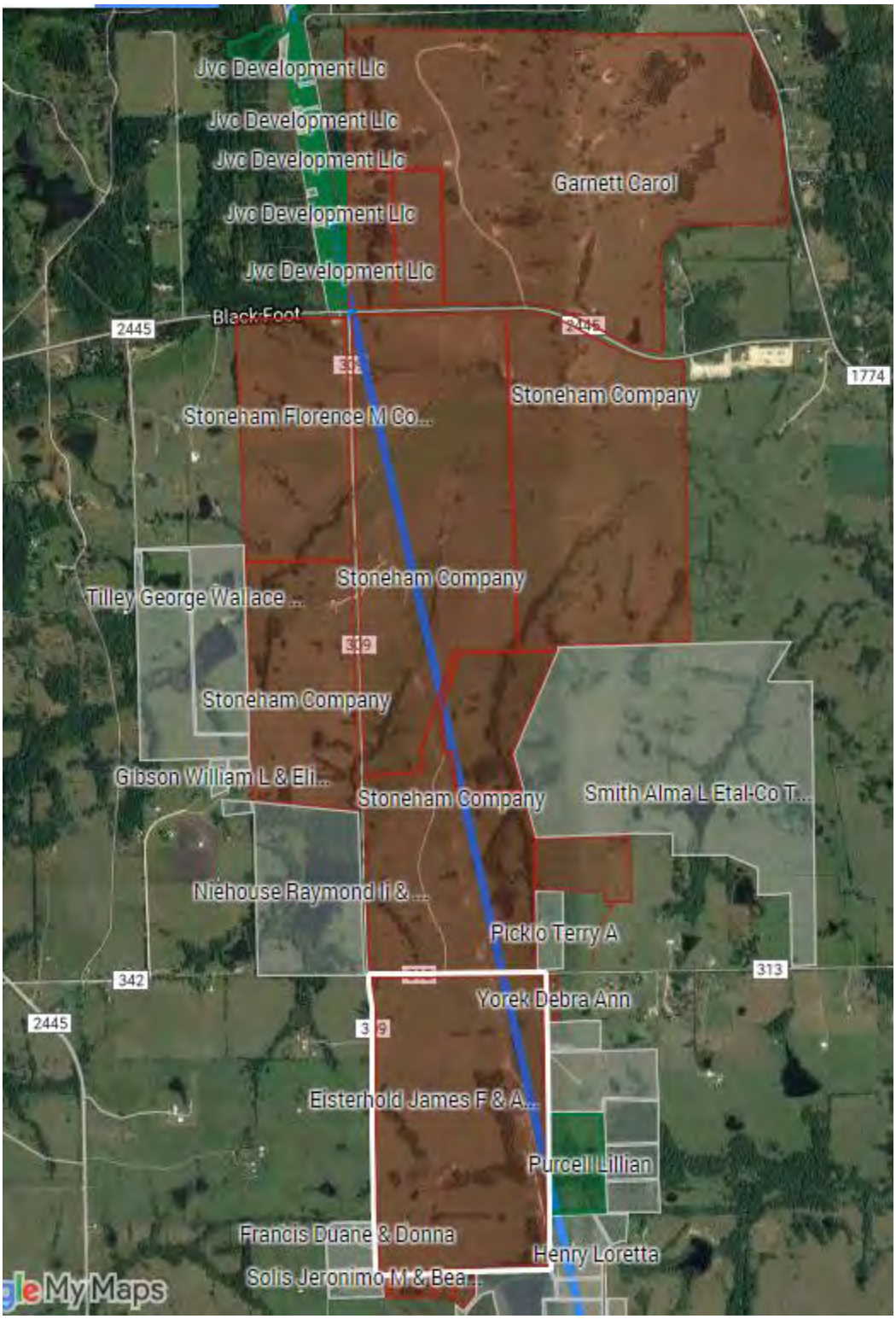
3. Grimes County.

In Grimes County, TCRR failed to survey approximately 57% of lineal mileage and over 15,000 acres of affected property.[11] This accounts for more than 10% of the total affected property along the 240-mile corridor. Examples of Grimes County property that has not been surveyed are shown below.

[11] Exhibit C (Grimes County overview).

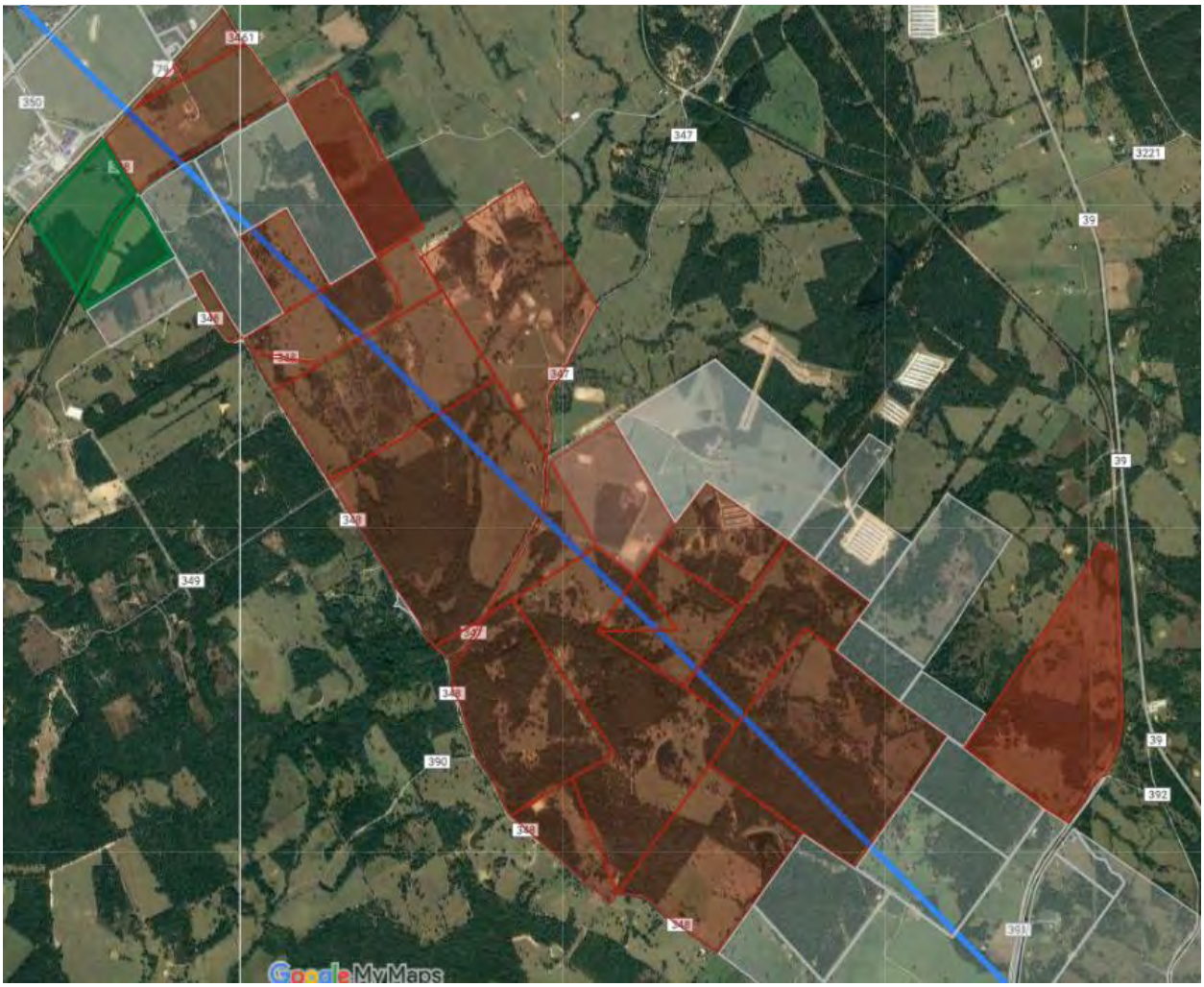

Rossitto Vincent J
Ros...
Rossitto Vincent J
Ranch Home
Mc Daniel Beverly Arcia
Kimich Frank Etal
Kimich Frank Etal
Rossitto Vincent J
Kmiec David
Bittner Thomas Success...
Trustee)
Rowton Joe Blair & Jam...
Klein Joseph A Etal
Pouncey B J


Finch Ranch Llc
Upchurch Robert E L
Willits Ronald B & Car...
Upchurch Robert E L
Bertling John D
Bertling John D
Upchurch Robert E L
Upchurch Robert E L
Lys Robert
Myers Robert Ray Jr & ...
La Salle Arthur W & Su...
Upchurch Robert E L
Fuller Louis E Ii & Mo...
Upchurch Holdings Ltd
Bar Oaks Ranch Llc
Smith Will D Co
Smith Will D Co
Busa Walter & Francell
Smith Will D Co
Taylor Robert
Smith Bryce H
Smith Bryce H
Willems Charles W & Na...
Bedias
Google My Maps


Jvc Development Llc
Jvc Development Llc
Jvc Development Llc
Jvc Development Llc
Jvc Development Llc
Garnett Carol
Black Foot
2445
3446
1774
Stoneham Company
Stoneham Florence M Co...
Stoneham Company
Tilley George Wallace ...
319
Stoneham Company
Gibson William L & Eli...
Stoneham Company
Smith Alma L Etal-Co T...
Niehouse Raymond Ii & ...
Pickio Terry A
342
313
Yorek Debra Ann
2445
Eisterhold James F & A...
Purcell Lillian
Francis Duane & Donna
Henry Loretta
Solis Jeronimo M & Bea...
gle My Maps

4. Leon County.

In Leon County, TCRR failed to survey approximately 46% of lineal mileage and over 6,600 acres of affected property.[12] An example showing the vast amount of acreage in Leon County that has not been surveyed is below.

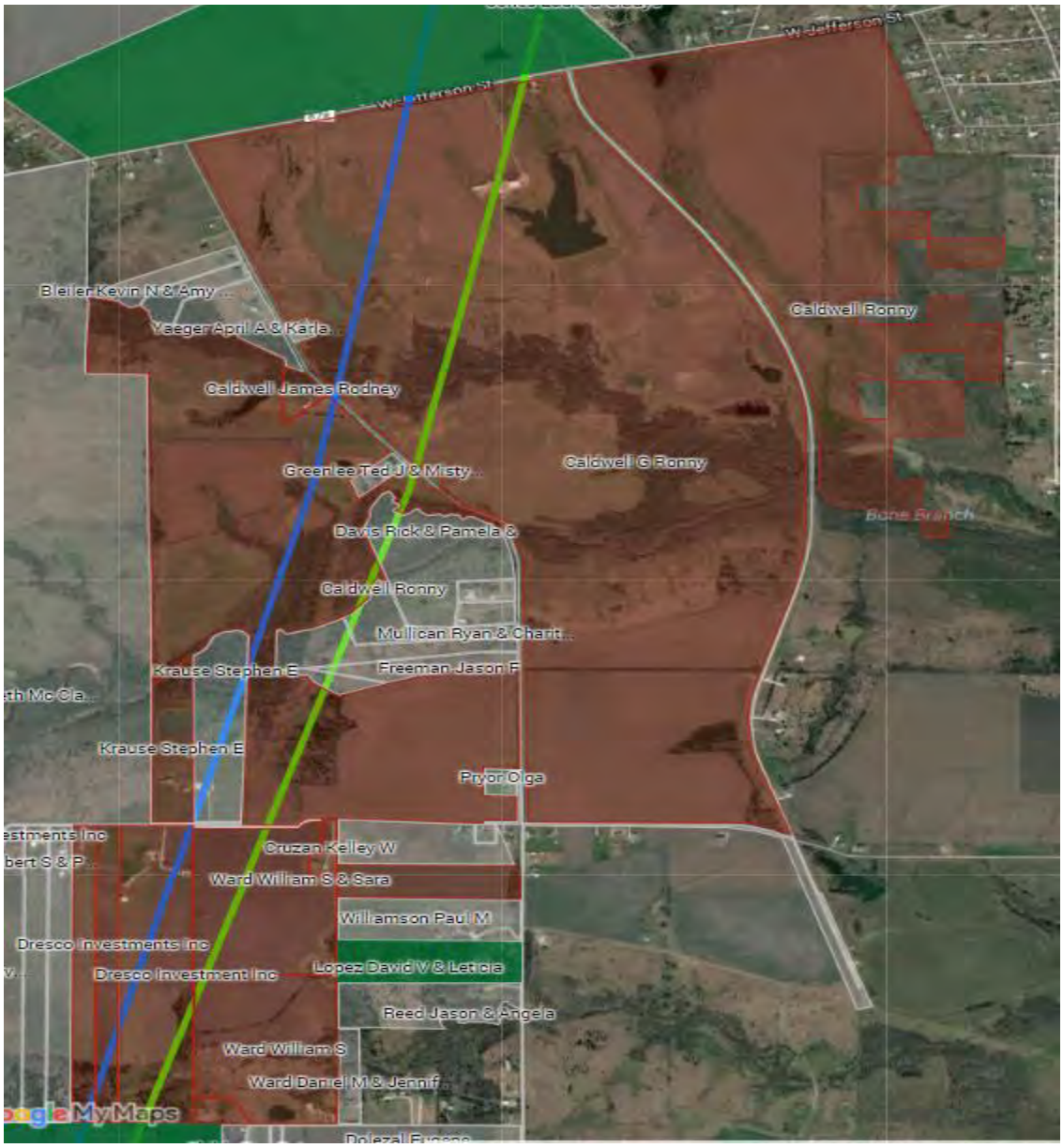


One of the properties yet to be surveyed belongs to Jim Miles, a Leon County landowner who has challenged TCRR's claim of eminent domain authority. Neither TCRR nor the FRA will set foot on Mr. Miles' property prior to resolution of his lawsuit.

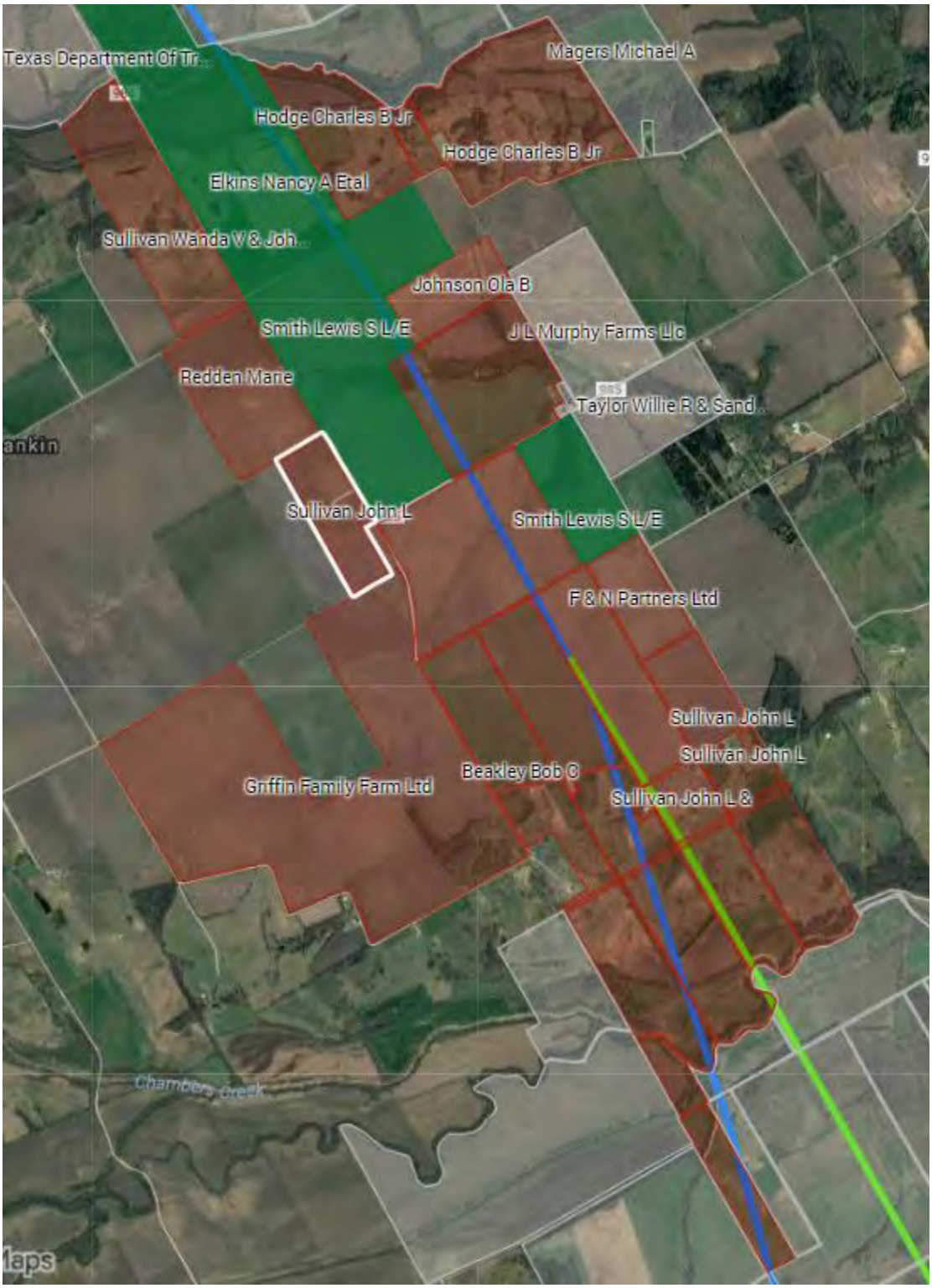
[12] Exhibit C (Leon County overview).

5. Ellis County.

In Ellis County, TCRR failed to survey approximately 26% of lineal mileage and over 7,274 acres of affected property.[13] Examples showing the vast amount of acreage in Ellis County that has not been surveyed are shown below.

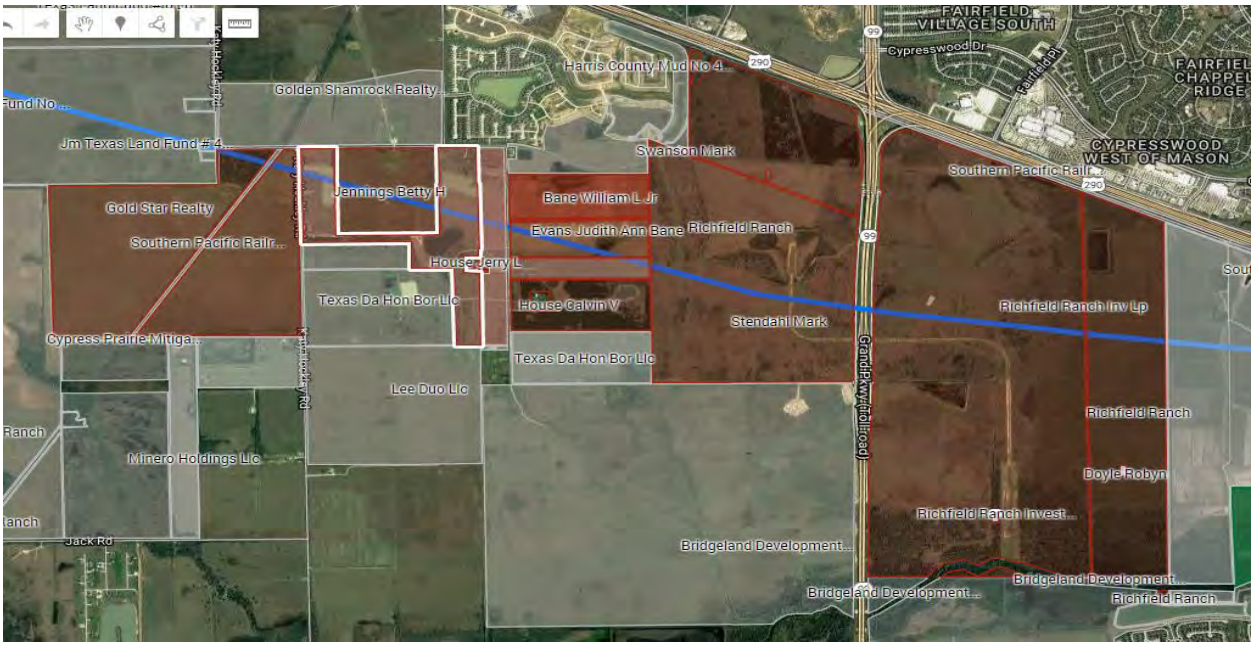


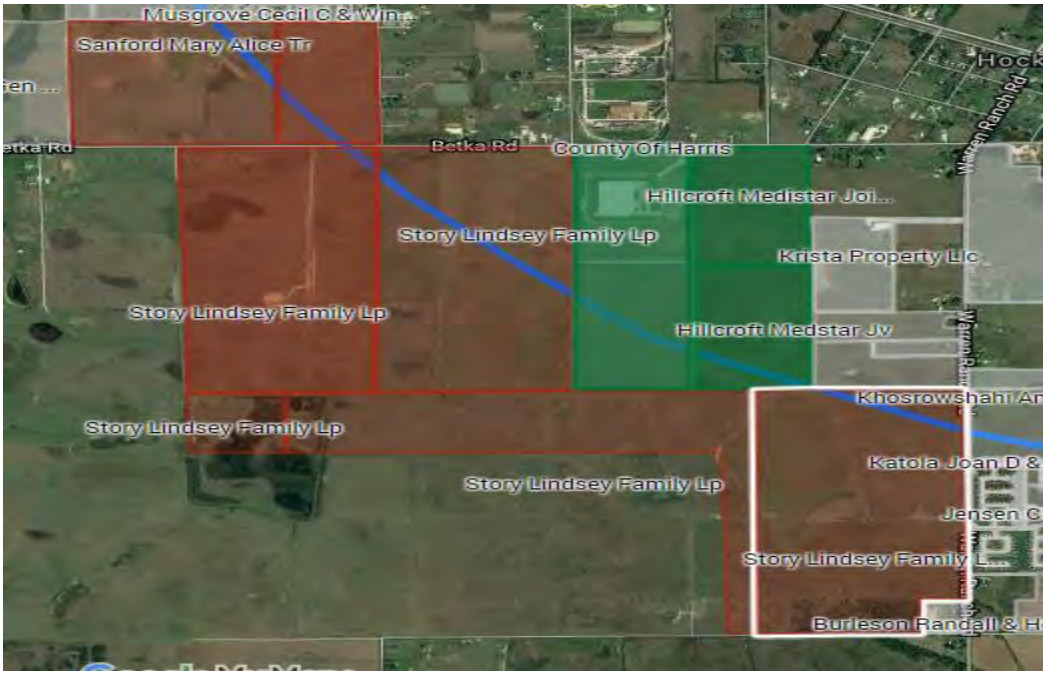
[13] Exhibit C (Ellis County overview).


Texas Department Of Tr...
Magers Michael A
Hodge Charles B Jr
Hodge Charles B Jr
Elkins Nancy A Etal
Sullivan Wanda V & Joh...
Johnson Ola B
Smith Lewis S L/E
J L Murphy Farms Llc
Redden Marie
Taylor Willie R & Sand...
ankin
Sullivan John L
Smith Lewis S L/E
F & N Partners Ltd
Sullivan John L
Sullivan John L
Beakley Bob C
Griffin Family Farm Ltd
Sullivan John L &
Chambers Creek
laps

6. Harris County.

In Harris County, TCRR failed to survey approximately 23% of lineal mileage and over 6,619 acres of affected property.[14] A few examples are shown below:





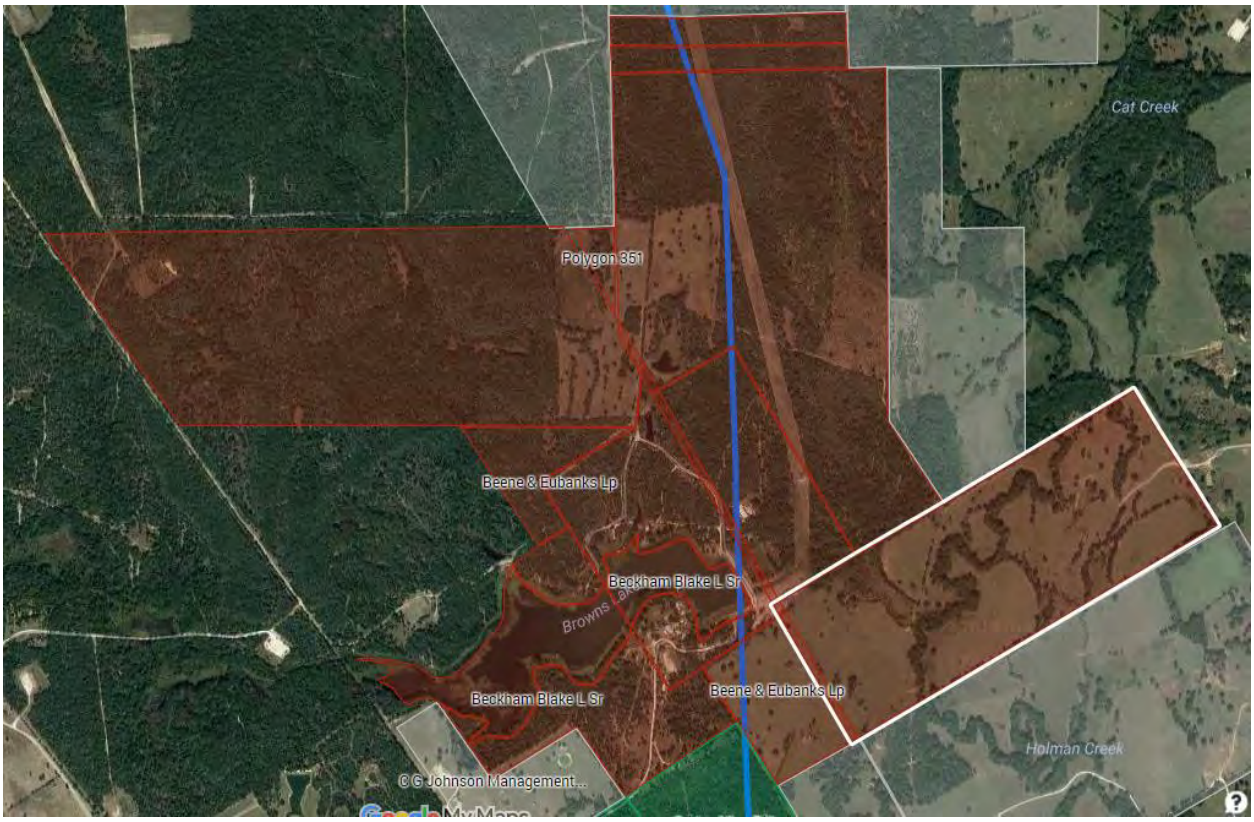
[14] Exhibit C (Harris County overview).

7. Madison County.

In Madison County, TCRR failed to survey approximately 21% of lineal mileage and 2,100 acres of affected property.[15]

8. Limestone County.

In Limestone County, TCRR failed to survey approximately 11% of lineal mileage and over 1,900 acres of affected property.[16] Examples are shown below:



One of the Limestone County properties shown above contains wetlands home to the Houston Toad, a federally-protected endangered species.[17]

[15] Exhibit C (Madison County overview).

[16] Exhibit C (Limestone County overview).

[17] *See* pages 77-81 below.

9. Freestone County.

In Freestone County, TCRR failed to survey approximately 10% of lineal mileage and 1,900 acres of affected property.[18]

10. Navarro County.

In Navarro County, TCRR failed to survey approximately 9% of lineal mileage and over 1,783 acres of affected property.[19]

C. The FRA's environmental assessment is based on outdated maps.

According to maps contained in the DEIS, it appears that the FRA has based its assessment on stale data. Two examples are shown below.

The DEIS contains the following map on Sheet 507 of Project Footprint Segment 5:



[18] Exhibit C (Freestone County overview).

[19] Exhibit C (Navarro County overview).

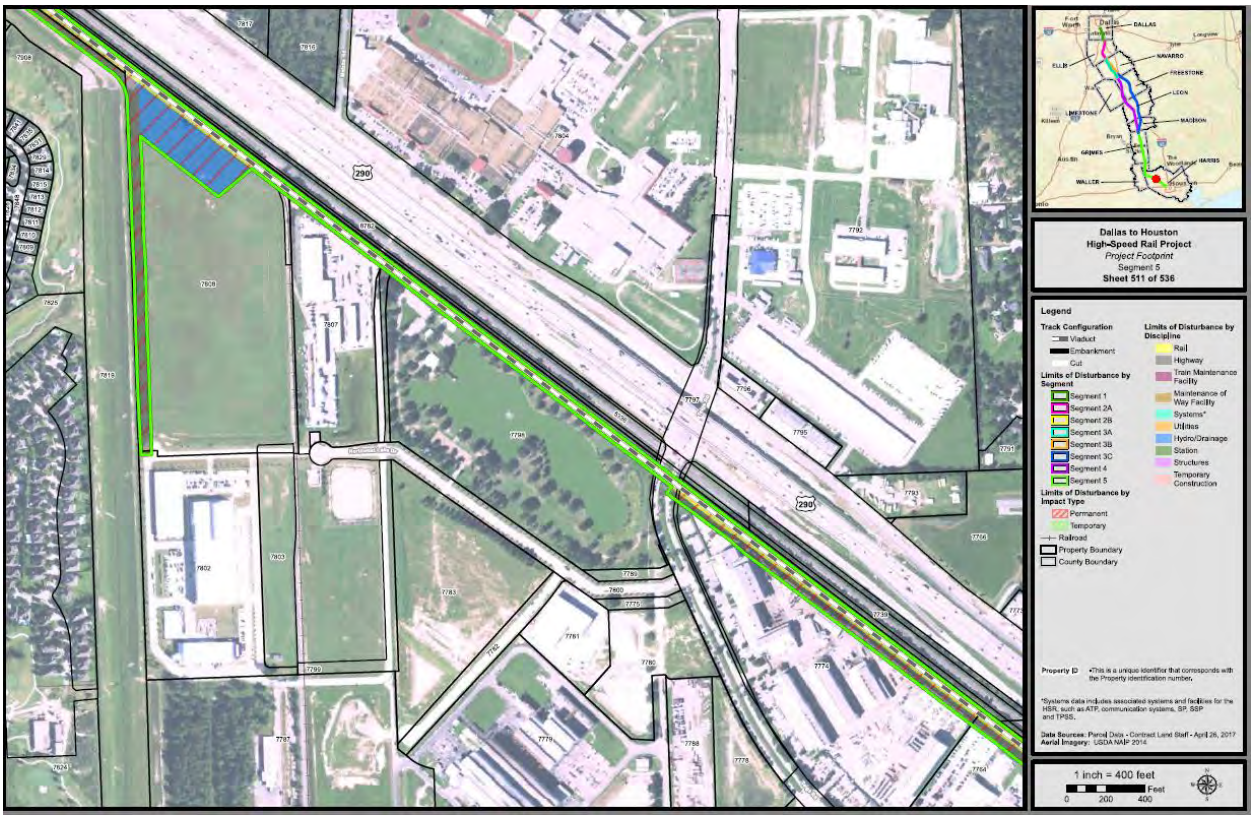
The paved roadway running north/south through the middle of the map is Fry Road, with an apartment complex neighboring to the east. The projected permanent right-of-way is identified by red stripes, with the temporary right-of-way outlined in green. Heading southeast from the apartment complex along the projected right-of-way, one should notice the vast amount of acreage consisting of raw land.

Compare the map above from the DEIS with a current map of the same property:



Fry Road is located in the upper left-hand corner of the map, with the same apartment complex to the southeast. However, this current map reveals another apartment complex situated along the projected right-of-way in the area where nothing but raw land is shown on the outdated DEIS map.

As another example, the DEIS contains the following map on Sheet 511 of Project Footprint Segment 5:



The large body of water surrounded by trees located in the center of the map directly along the projected right-of-way.

Compare the map above from the DEIS with a current map of the same property:



Notice the large body of water from the outdated DEIS map has been replaced with a large building.

The DEIS is filled with countless other examples like the two above, proving that the FRA's assessment is based on outdated maps and stale data. In order for the FRA to perform the requisite "hard look" at the Project's environmental impacts, it must first identify the existence and location of all residences and structures that will be impacted.

D. Although the FRA admits that additional surveys must be conducted, TCRR does not have the legal right to conduct the remaining surveys.

At the public hearings recently held along the affected corridor, FRA representatives admitted that additional properties must be surveyed in order for the FRA to complete its environmental assessment. However, the FRA has ignored two key facts: (1) TCRR does

not have the legal right to conduct on-the-ground surveys on private property absent owner consent, and (2) the remaining surveys concern properties whose owners have already told TCRR, time and time again, that they will not consent to a survey. For the reasons explained below, this roadblock is not likely to be overcome soon, if ever.

In order for TCRR to access private property to conduct surveys, it must qualify as a "railroad company" under the Texas Transportation Code. That issue—whether TCRR is a railroad company with the power of eminent domain—is the subject of pending, but stayed, litigation in Leon County, Texas. Even TCRR Vice President David Hagy admitted that the eminent domain issue "is in dispute."[20] Given that it could take years for the litigation to end, the FRA's decision to proceed with its assessment is imprudent. Moreover, when a court ultimately determines that TCRR does not have eminent domain authority, the FRA will have wasted an extraordinary amount of time and resources.

E. There has been no coordination with rural county governments regarding the impacts of the Project on their communities.

Soon after TCRR began promoting its Project, the following counties and agencies requested coordination and planning meetings with TCRR: Ellis County, Navarro County, Freestone County, Limestone County, Leon County, Grimes County, Madison County, Waller County, the Leon County Sub-Regional Planning Commission, the Waller County Sub-Regional, and the Ellis County Sub-Regional Planning Commission.

[20]ABC 13, *8 sheriffs say they weren't consulted on Texas High Speed Rail emergency plan* (Mar. 1, 2018), http://abc13.com/traffic/high-speed-rail-emergency-plan-never-vetted-by-sheriffs/3161771/.

After refusing these requests for years, TCRR sent a letter to the counties on January 12, 2018, several weeks after the FRA published the DEIS and just days before the scheduled public comment hearings.[21] TCRR told the county judges that it "would like to set up a meeting with you and key members of your staff and [TCRR's] technical and environmental team."[22] TCRR stated that it would like to discuss the following issues: specific road/rail intersections, planned rerouting or rebuilding of county facilities, plans to minimize road runoff and drainage, plans to accommodate community development, plans to accommodate emergency vehicle access and school bus routes, emergency management coordination and preparedness.

None of these critical issues had been previously addressed from a county perspective. The counties responded that this was the first request by TCRR for actual coordination and that they would need additional information in order to engage in a productive conversation.[23] TCRR has not responded. As a result, there has been no coordination with the rural counties regarding critical issues impacting their communities.

F. The FRA refused to extend the comment period to allow adequate time for the public to review the DEIS and voice their concerns.

In addition to TAHSR, several other concerned parties requested an extension of the public comment period, including the following: United States Representative Kevin Brady, Texas State Senator and Transportation Committee Chairman Robert Nichols, Leon

[21] Exhibit D.

[22] *Id*.

[23] *See, e.g.*, Exhibit E.

County Judge Byron Ryder, Madison County Judge Butch McDaniel, Grimes County Judge Joe Fauth, Ellis County Judge Carol Bush, Navarro County Judge H.M. Davenport, Limestone County Judge Daniel Burkeen, Freestone County Judge Linda Grant, and Waller County Judge Trey Duhon.[24]

TAHSR, along with these other parties, provided the FRA with numerous good faith reasons why an extension of the comment period was reasonable and necessary under the circumstances. For simplicity, TAHSR includes this non-exclusive list of the reasons communicated by the parties to the FRA:

- The FRA published the DEIS on December 22, 2017, the Friday before Christmas. On the same date, the Army Corps published its request for two wetland permits. As a result, valuable time for public comment was lost over the Christmas and New Year's holidays;

- The initial deadline for the comment period for both the FRA and Army Corps environmental reviews was February 20, 2018. The FRA and Army Corps agreed to a minor, 15-day extension of the deadline, to March 9, 2018, in spite of the fact that all interested parties had requested extensions of at least 45 days;

- The truncated comment periods for both the DEIS and Army Corp notice ran concurrently;

- The DEIS is a 5,600-page document with over 300 Tables and Figures filled with highly technical data;

- The FRA was responsible for a confusing, unorganized public comment hearing notice process. Changes to public hearing locations and times were not adequately and uniformly communicated;

- On January 18, 2018, Kevin Wright of the FRA sent a letter describing in detail the various changes in times and locations related to the public hearings. Notably, AECOM distributed a list of the time and locations of public meetings. Then, in the January 2018 edition of On Track, the Dallas to Houston high-speed rail newsletter,

[24] *See, e.g.*, Exhibit F.

stakeholders were notified of changes in venues and address corrections. None of these changes was reflected on the FRA's website until weeks later;

- Numerous commenters have reported delivery failures after attempting to submit their comments via email to the FRA. These failures were reported as recently as March 8;

- This "kickback" issue regarding public comments was not limited to email submissions. Numerous commenters also reported delivery failures after attempting to submit their comments via the FRA's online portal as recently as March 9;

- The public hearings in several counties were held in locations with inadequate capacity, such as elementary schools. Numerous citizens were denied entry;

- In Harris County, citizens waited outside hearing before being denied entry;

- The FRA waited several weeks before scheduling an additional meeting in Harris County held on March 5. As a result, attendees of the March 5 meeting were allowed only four days to submit their comments;

- In Madison County, the public hearing reached capacity and citizens were denied entry. Madison County requested that another meeting be held to allow for all citizens to comment, but the FRA refused to hold another public hearing;

- The FRA "doubled-up" the public hearings, meaning that two hearings were held on each night in neighboring counties. As a result, owners of property in multiple counties were unable to attend hearings in each county where they own land;

- The federal government shutdown limited access to the FRA and further disrupted and truncated the public comment period;

- TAHSR was initially promised answers to several central questions related to the DEIS to allow for a more informed and thorough review. Subsequently, FRA officials refused to answer those questions; and

- This Project is the first of its kind in the U.S. The Project will erect a 240-mile electrified wall across Texas, permanently impacting eleven counties, thousands of private property owners and citizens along with the communities in which they live.

Given these circumstances, the FRA's refusal to grant a reasonable extension of the public comment period is indefensible.

III. At TCRR's direction, the FRA removed economic viability from the "Purpose" of the Project.

Under NEPA, the FRA "bears the responsibility for defining at the outset the objectives of an action."[25] With respect to this responsibility, the FRA "must look hard at the factors relevant to the definition of purpose."[26] Those factors, as announced by TCRR at the outset, are:

- Is the Project safe?
- Is the Project reliable?
- Is the Project economically viable?

Yet, the DEIS contains no "look" at economic viability, let alone a "hard look." The FRA removed this factor from the DEIS entirely, choosing instead to accept TCRR's exaggerated, unsupported claims regarding economic viability without further inquiry.

A. In March 2015, TCRR told stakeholders that the Project must be "economically viable" in order to meet its purpose.

On March 22, 2015, TCRR issued a *Step 1 Screening of Corridor Alternatives Report* ("Screening Report") to all stakeholders along the affected corridor.[27] In the Screening Report, TCRR told stakeholders that advancing the Project will require, among other things, a favorable Record of Decision resulting from the Environmental Impact

[25] *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 196 (D.C. Cir. 1991).

[26] *Id.*

[27] *TCRR's Step 1 Screening of Corridor Alternatives Report*, http://www.texascentral.com/wp-content/uploads/2015/09/Step-1-Screening-of-Corridor-Alternatives-Report.pdf (last visited Mar. 9, 2018).

Statement (EIS) as required under NEPA.[28] TCRR acknowledged that "[o]ne requirement of the EIS effort will be evaluation of ***all*** reasonable alternatives,"[29] which would necessarily include the "No Build Alternative."

Moreover, TCRR stated: "The purpose of the privately proposed Project is to provide reliable, safe, and economically viable passenger rail transportation using proven high-speed rail technology."[30] In order to achieve this objective, TCRR told stakeholders that the Project must meet certain criteria, including economic viability:

- Economic: achieve a favorable return on investment when weighing expected ridership and revenue against estimated project capital investments, project delivery schedule, and long-term operations and maintenance expense.

The Screening Report also included answers to frequently asked questions. In the FAQ section, TCRR's former CEO Tim Keith stated, "[a]dditionally, the FRA must carry forward potential corridor alternatives that meet the Project's purpose and need, which includes the requirement that the project be 'economically viable.'"[31]

B. In April 2015, the FRA announced that it would take TCRR at its word that the Project is economically viable.

In April 2015, the FRA released its *Dallas to Houston High-Speed Rail Environmental Impact Statement Scoping Report* ("Scoping Report").[32] In the Scoping Report, the FRA stated that through the screening process, TCRR determined that "the

[28] Screening Report at 1.

[29] *Id*. (emphasis added).

[30] *Id*. at 5.

[31] *Id*. at Frequently Asked Questions p. 5.

[32] *Dallas to Houston High-Speed Rail Environmental Impact Statement Scoping Report*, https://www.fra.dot.gov/eLib/Details/L16346 (last visited Mar. 9, 2018).

Project is feasible and economically viable from Dallas to Houston."[33] TCRR estimated ridership of "12,000 passengers per day,"[34] which totals 4.38 million passengers per year.

In the "Comments on Proposed Purpose and Need" section, the FRA admitted that it "is not responsible for verifying TCRR's ridership forecasts" and that it "does not maintain financial information on TCRR."[35] As such, the FRA could not answer the following questions in the Scoping Report:

- "Why does TCRR think people will ride this train?"
- "What ridership data is TCRR using?"
- "What will the Project cost and who will get the profit?"

Even though TCRR had just told stakeholders that the Project must be economically viable to achieve its purpose, the FRA stated that those issues "are not directly applicable to the NEPA process and should be addressed directly to TCRR on their website."[36]

C. In August 2015, the FRA endorsed TCRR's claims that there was a "need" for the Project and that it would be "profitable."

On August 10, 2015, the FRA released its *Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report* ("Technical Report").[37] In the Technical Report, the FRA listed a number of "constraints" related to travel between Dallas

[33] Scoping Report at 4.

[34] *Id*. at 9.

[35] *Id*. at 18, 27.

[36] *Id*. at 28.

[37] *Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report*, https://www.fra.dot.gov/eLib/Details/L16978 (last visited Mar. 9, 2018).

and Houston on the I-45 corridor.[38] The FRA concluded, "[a]s a result of these constraints, combined with the distance between the two metropolitan areas and potential ridership demand, TCRR identified an opportunity to develop a profitable privately-financed and operated high-speed passenger rail system."[39] According to the FRA, the traffic issues along the I-45 corridor that the Project potentially addresses represented "identification of the typical 'need' for a FRA Project, which FRA usually addresses through service-level corridor planning."[40] Much like in its Scoping Report, the FRA accepted TCRR's representations that the Project will be "profitable" and that there is a "need" for it, instead of conducting its own, independent evaluation of these critical issues.

D. In the DEIS, the Project's purpose no longer includes providing "economically viable" transportation.

The FRA states that the purpose of the Project "is to provide the public with reliable and safe high speed passenger rail transportation between Dallas and Houston."[41] In a mere footnote, the FRA concedes that "[a]n initial version of the Project Purpose included economic viability. As the Project developed and through coordination with cooperating agencies, FRA determined that economic viability is an objective of TCRR, not a component of the Project Purpose."[42] This statement is false. That is not what happened.

[38] Technical Report at 4.

[39] *Id*.

[40] *Id*.

[41] DEIS at 1-5.

[42] *Id*. at n. 3.

In March 2015, TCRR told stakeholders that the Project's purpose included providing "economically viable" transportation. A month later, in April 2015, the FRA announced that TCRR had determined that "the Project is feasible and economically viable from Dallas to Houston." The FRA's removal of economic viability was not based on any "development" or "coordination with cooperating agencies." Rather, the FRA simply accepted TCRR's representation that the Project is economically viable, and promptly removed that criteria from its DEIS analysis altogether.

IV. By removing economic viability, the FRA has defined the Project's purpose such that rejection of the No-Build Alternative was a mere formality.

Why TCRR directed the FRA to remove economic viability from its analysis is clear. If the defined purpose of the Project is to provide "safe, reliable, and economically viable passenger rail transportation," as TCRR represented to stakeholders, and the FRA determined that the Project is not economically viable, then the No-Build Alternative is a reasonable alternative that must be closely evaluated. Likewise, under this scenario, none of the Build Alternatives could meet the Project's purpose, and there would be no Project. On the other hand, if the purpose is only to provide safe, reliable transportation, all of the Build Alternatives are in play, and the No-Build Alternative can be dismissed out of hand. In short, with the FRA's help, TCRR stacked the deck.

By failing to conduct its own independent analysis of economic viability, the FRA failed to meet its requirements under NEPA. Specifically, the FRA failed to explain the nature of the relationship between creating environmental impacts in the short-term (through construction of a 240-mile-long, 40-foot-high electrified wall across east Texas)

and the long-term public productivity to be gained by the Project (through safe, reliable, and economically viable passenger rail transportation). Instead, the FRA has merely accepted TCRR's representations at face value.

V. The DEIS is based on misleading economic assumptions: all objective, verifiable data reveals that the Project is not financially feasible.

The EIS for this Project must serve two functions. First, it ensures that the FRA will take a hard look at the environmental impacts of the Project. Second, it ensures that relevant information is available to the public so that citizens may play a role in the decision-making process. To serve these functions, it is essential that the EIS not be based on misleading economic assumptions.[43]

Misleading economic assumptions can defeat the first function of an EIS by impairing the FRA's consideration of the adverse environmental effects of the Project.[44] NEPA requires the FRA to balance the Project's economic benefits against its adverse environmental effects.[45] The use of inflated economic benefits in this balancing process may result in approval that would not have otherwise occurred due to the Project's adverse environmental effects. Similarly, misleading economic assumptions can also defeat the second function of an EIS by skewing the public's evaluation of the Project.

In addition to defeating the main functions of an EIS, misleading economic assumptions can lead to disastrous environmental consequences. The FRA must

[43] *Hughes River Watershed Conservancy v. Glickman*, 81 F.3d 437, 446 (4th Cir. 1996).

[44] *Id.*; *South La. Envt'l. Council, Inc. v. Sand,* 629 F.2d 1005, 1011–12 (5th Cir. 1980).

[45] *Id.*; *Calvert Cliffs' Coordinating Comm. v. United States Atomic Energy Comm'n,* 449 F.2d 1109, 1113 (D.C. Cir. 1971).

understand and consider that if this Project fails, the affected communities will be left with a hulking or half-built rail facility scarring the countryside while it slowly rusts away.

A. Although TCRR has admitted on numerous occasions that it will pursue federal loans, the DEIS misleads the public into believing that TCRR is not seeking public funding.

The DEIS contains the following TCRR statement: "As this is a privately developed project, we are not seeking public funding."[46] However, TCRR's prior statements contradict this claim. In 2014, TCRR entered into a Memorandum of Understanding with the FRA that specifically states that TCRR "may submit applications to the [FRA] for loans."[47] On other occasions, TCRR has admitted that it may rely on other taxpayer-subsidized Transportation Infrastructure Finance and Innovation Act loans, Railroad Rehabilitation and Improvement Financing loans and potentially Transportation Investment Generating Economic Recovery and other federal funding.[48] Former Ambassador Ron Kirk, a TCRR advisor and spokesman, conceded that TCRR ***will aggressively pursue these federal loans***.[49] As such, the DEIS misleads the public into

[46] DEIS at Appendix F, Section 8, Construction Cost Estimate and Schedule, page 8.

[47] Exhibit G.

[48] *See, e.g.*, Eric Nicholson, *Texas Central Railway's Fuzzy Definition of 'Privately Financed,'* DALLAS OBSERVER (Aug. 11, 2015) http://www.dallasobserver.com/news/texas-central-railways-fuzzy-definition-of-privatley-financed-7479867.

[49] Brandon Formby, *Biden calls Dallas-Houston bullet train beginning of new transportation era in America*, THE DALLAS MORNING NEWS (Nov. 18, 2015) http://transportationblog.dallasnews.com/2015/11/as-biden-addresses-infrastructure-spending-in-dallas-lawmakers-grapple-with-funding-in-d-c.html/.

believing that the Project will be funded exclusively with private financing. Since taxpayers will be at risk, the FRA should disclose this fact as part of the public comment process.

B. Common sense dictates that TCRR's ridership projections are greatly exaggerated.

In the DEIS, the FRA adopted TCRR's projection of 4.4 million passengers per year by 2026, the year the Project is expected to commence service. This annual total equates to 12,394 passengers per day. By comparison, 2,685 passengers flew from Dallas to Houston per day from 2015 Q3 through 2017 Q2.[50] Even assuming that TCRR could divert ***all*** airline passengers, TCRR must also convince nearly 10,000 Dallas to Houston vehicle travelers—each and every day—to take its the high-speed train.

The heavily trafficked Union Station in Washington, D.C., which has been in service since 1907, currently serves approximately 5 million passengers annually,[51] including a large number of daily commuters who transfer to the subway to get to work along with travelers headed to BWI Airport. TCRR's Project will serve neither of these constituencies. In Philadelphia, 30th Street Station currently transports approximately 4.3 million passengers annually.[52] Given these statistics and the fact that there is no existing customer base for its Project, the notion that TCRR will achieve its 4.4 million annual ridership projection, or anything remotely close to it, is pure fantasy.

---

[50] U.S. Department of Transportation's Domestic Airline Consumer Airfare Reports (last visited Mar. 9, 2018), https://www.transportation.gov/office-policy/aviation-policy/domestic-airline-consumer-airfare-report-pdf.

[51] AMTRAK NATIONAL FACTS, https://www.amtrak.com/national-facts (last visited Mar. 6, 2018).

[52] *Id.*

C. Infrastructure experts from the Reason Foundation concluded that the Project will "fail spectacularly."

The Reason Foundation is a non-partisan think tank whose public policy research "promotes choice, competition, and a dynamic market economy as the foundation for human dignity and progress."[53] According to its website, Reason produces "rigorous, peer-reviewed research and directly engages the policy process."

One of Reason's transportation infrastructure experts, Baruch Feigenbaum, published a study in 2013 titled *High-Speed Rail in Europe and Asia: Lessons for the United States*.[54] In his study, which examined the prospects for high-speed rail in the U.S., Feigenbaum noted that only two high-speed rail lines in the world are profitable: Paris-Lyon in France and Tokyo-Osaka in Japan. Feigenbaum concluded that most U.S. high-speed rail lines would "lose substantial amounts of funds. Only the Northeast Corridor could potentially break even."

In 2017, after a thorough analysis of TCRR's Project, the Reason Foundation released a report titled *Texas High Speed Rail: Caution Ahead* that included both a summary[55] and 65-page detailed analysis[56] of its conclusions. The following table displays an overview of Reason's concerns with TCRR's Project:

---

[53] https://reason.org/.

[54] Baruch Feigenbaum, *High-Speed Rail in Europe and Asia: Lessons for the United States*, REASON FOUNDATION (May 2013), https://reason.org/wp-content/uploads/2013/05/high_speed_rail_lessons.pdf.

[55] Baruch Feigenbaum, *Texas High Speed Rail Requires Caution*, REASON FOUNDATION (Feb. 6, 2017), https://reason.org/wp-content/uploads/files/texas_high_speed_rail.pdf.

[56] *Id.*

Table 1: Summary of Concerns with Texas High-Speed Rail Plan		
Concern	Details	Impact
Cost v. Ridership	Successful high-speed rail lines have been built in countries when and where land is cheaper and easier to acquire, construction costs are cheaper, and ridership is much higher.	Major
No Existing Passenger Rail Service	More than 2/3 of high-speed rail passengers have come from existing transit service. Without existing conventional rail service, a larger share of passengers must come from air and passenger vehicles.	Major
Airport Proximity to Downtown	Both Dallas and Houston have airports located within seven miles of downtown. High-speed rail has been successful in cities where airports are far or challenging to get to from downtown.	Major
Limited Transit Service	Both Dallas and Houston have limited rail transit networks. Houston has just redesigned its bus network, but the cities' transit networks are not designed to funnel passengers downtown. In cities with successful high-speed rail, five to 12 times more people were transit users than in Dallas and Houston.	Moderate
Low Population Density	Dallas ranks 143rd in population within 2 miles of downtown and Houston ranks 36th. Most high-speed rail services rely on travelers who live downtown because it is more convenient for those living outside of downtown to fly.	Moderate
Low Employment Density	Dallas ranks 16th in employment within 2 miles of downtown and Houston ranks 15th. High-speed rail lines cater to downtown employees since it is more convenient to take the rail line than fly.	Moderate
Car Ownership	Car ownership rates are 25%–50% higher in Dallas and Houston than in cities with successful high-speed rail. Car ownership affects not just the number of travelers who drive, but also the density and spatial structure of a city.	Minor

Based on its review of "verifiable data from U.S. and Texas public and private transportation services, historic data taken from worldwide high-speed rail operations, and the unique land use and transportation characteristics of the Dallas to Houston corridor," Reason estimated TCRR's 2035 annual ridership at 1.4 million passengers. According to Reason, TCRR's "ridership projection of 4 to 5 million annual passengers is not grounded in reality." Reason stated that TCRR's overstated projections are symptomatic of "demand exaggeration" and that "to the best of our knowledge and despite repeated requests, [TCRR] has not provided any objective or verifiable data to support its projections." With respect to costs, Reason believes that "actual construction costs may exceed $20 billion."

Reason concluded its analysis with several stern warnings related to the Project. First, Reason cautioned that "Texas elected officials, lenders, investors and taxpayers should demand full disclosure and pay close attention to the details because we do not believe that Texas Central can build the rail line without significant public subsidies."

Second, Reason commented that although it strongly supports privately constructed high-speed rail, it cannot support TCRR's Project. According to Reason, "[i]n spite of their large and growing populations, ***Dallas and Houston are poster children for big cities where high-speed rail has no chance of succeeding without public funding unless land use and transit patterns change dramatically***."

Third, Reason conceded that it truly hopes high-speed rail becomes a reality in the U.S., preferably through private development and implementation. However, Reason is concerned that TCRR's Project "***will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance***."

Back in 2008, a Reason Foundation review of the California high-speed rail plan called its ridership projections "the most unrealistic projections produced for a major transport project anywhere in the world."[57] Unfortunately, those words fell on deaf ears. A decade later, California finds itself mired in a boondoggle with no end in sight. Reason is sounding the alarm again. The FRA must heed this warning and conduct its own economic analysis before allowing TCRR to permanently alter the Texas environmental landscape.

[57] Wendell Cox, Joseph Vranich and Adrian Moore, *The California High-Speed Rail Proposal: A Due Diligence Report*, POLICY STUDY NO. 370, REASON FOUNDATION (Sep. 2008), https://reason.org/wp-content/uploads/files/1b544eba6f1d5f9e8012a8c36676ea7e.pdf.

D. Based on a report issued by the Texas Department of Transportation, TCRR's ridership projections and cost estimates are misleading.

In 2013, the Texas Department of Transportation (TxDOT) issued its *Texas Statewide Ridership Analysis Report Statewide Analysis Model – Version 2.5*.[58] TxDOT, an agency with decades of experience analyzing massive infrastructure projects, forecasted 2035 annual ridership between 1.7-2.7 million passengers for TCRR's Project. As for costs, TxDOT estimated upfront capital costs of $18.3 billion.

E. The former Chief Maglev Scientist of the FRA concluded that the Project is destined for "certain failure."

John T. Harding, PhD, former Chief Maglev Scientist for the FRA, performed an analysis of TCRR's projections compared with facts contained in TxDOT's report.[59] Much like the Reason Foundation and TxDOT, Dr. Harding concluded that TCRR's ridership projections are greatly exaggerated, to the tune of almost six times that of his projections, which he based on objective, verifiable data.

Dr. Harding ran a financial feasibility scenario in which he gave TCRR the full benefit of the doubt. Using TCRR's own projections and cost estimates, Dr. Harding believes that by 2035 its Project will run an annual loss of $250 million. To clarify, this *quarter billion-dollar deficit* occurs after 15 years of operation, when the Project should be running at or near optimal levels. Based on his analysis, Dr. Harding determined that there appears to be no reasonable likelihood that TCRR could repay its investment, much less

[58] Texas Department of Transportation, issued its *Texas Statewide Ridership Analysis Report Statewide Analysis Model – Version 2.5* (2013), https://ftp.dot.state.tx.us/pub/txdot-info/rail/rail-ridership-report-1213.pdf.

[59] Exhibit H, Verified Statement of John T. Harding.

cover operating costs, with a realistic appraisal of ridership. In fact, he concluded that the Project is destined for "certain failure."

F. The FRA blindly adopted TCRR's unsupported conclusions regarding economic impacts.

At page 3.14-25, the FRA begins its discussion of the Project's economic impacts by stating: "TCRR reported that it would pay a total of $2.5 billion in taxes to state and local jurisdictions by the year 2040." Instead of referencing a study or some research or analysis, the FRA references only the "Facts" section of TCRR's website, which coincidentally does not contain any study, research or analysis either. Since the publication of the DEIS, TCRR has actually refuted some of the information contained in the DEIS.[60]

Along these same lines, the FRA states that "ticket sales could generate between $15 billion and $39 billion in sales tax for the state plus $5 billion in local tax revenue."[61] These are the same figures TCRR has been touting for years, without any supporting research or data. In fact, according to the Texas Comptroller's Office, Texas does not have a sales tax on transportation. On numerous occasions, TAHSR requested clarification regarding this multi-billion-dollar issue from both the FRA and its consultant AECOM. The FRA, through representative Kevin Wright, declined to reply to the inquiry.

Finally, the FRA states: "All Economic Analysis Areas would experience positive sales and use tax growth for all Build Alternatives."[62] There is absolutely no data to support

[60] https://www.texascentral.com/2018/02/01/rumors-making-the-rounds-learn-the-facts/.

[61] DEIS at 3.14-19.

[62] *Id*. at 3.14-30.

this conclusion. In fact, as previously explained, all objective, verifiable proves the opposite outcome to be true. In sum, the FRA's entire assessment of the Project's economic impacts is predicated solely on TCRR's unproven word. Such a baseless, empty analysis of the Project's impacts does not satisfy NEPA's "hard look" requirement.

VI. The public has not been allowed to play an informed role in the decision-making process due to TCRR's lack of transparency.

On its website, TCRR promises that this Project will be "an example of how big things can be done ***in a transparent way***, the right way."[63] As will be shown, TCRR has broken its promise. TCRR's lack of transparency, which the FRA has sanctioned through its regurgitation of TCRR's representations in the DEIS, has prevented the public from engaging in the comment process on an informed basis. TAHSR respectfully requests that the FRA hold TCRR to its word and require full disclosure of all information related to the Project as part of the environmental review process.

A. The FRA should make TCRR disclose its feasibility studies.

In early 2013, TCRR's main partner, the Japan Bank for International Cooperation, commissioned a High-Speed Rail Feasibility Study to be conducted on the Project. The Feasibility Study contains TCRR's ridership projections and fare estimates, among other data. TCRR disclosed the Feasibility Study to both TxDOT and the FRA. Yet, TCRR refuses to release this critical data to the public.

TAHSR sought disclosure of the Feasibility Study through an open records request to TxDOT. TCRR intervened to prevent TxDOT's release of the Feasibility Study,

[63] https://www.texascentral.com/facts/.

claiming to the Texas Attorney General that the projections "may eventually become public through the EIS."[64] In a subsequent state court lawsuit brought by TAHSR, TCRR intervened again and fought for over two years to prevent disclosure. TAHSR also submitted a Federal Open Information Act (FOIA) request for the Feasibility Study, but the FRA responded that it "is currently experiencing a high number of FOIA requests and is addressing backlogged requests with all due diligence on a first-in, first-out basis."[65]

In 2016, TCRR appointed LEK Consulting to conduct a new ridership study. LEK increased TCRR's ridership projections to a shocking 5 million annual passengers by 2025 and 10 million annual passengers by 2040.[66] Just like the 2013 study, TCRR has refused to release LEK's ridership study to the public.

B. The FRA should make TCRR disclose all studies supporting the Project's alleged tax revenue and economic benefits.

The only document TCRR has every mentioned as support for its grossly inflated alleged economic benefits is a report created by Insight Research Corporation titled *Texas Central's High Speed Rail Corridor and Related Private Development Houston to Dallas/Fort Worth, Texas* (the "Insight Report"). In fact, TCRR relied on the Insight Report in its verified petition filed before the Surface Transportation Board (STB).[67] Yet, TCRR refuses to release the Insight Report to the public, and it does not appear the FRA has seen it either. There is no mention of the report in the DEIS.

---

[64] Exhibit I.

[65] Exhibit J.

[66] http://www.texascentral.com/wp-content/uploads/2016/11/Ridership-Brochure.pdf.

[67] Exhibit K.

Before the STB, TCRR's counsel stated that TCRR refuses to produce the Insight Report because it contains "certain proprietary, commercially sensitive information, the public disclosure of which would be highly prejudicial to Texas Central."[68] To be clear, on the one hand TCRR claims that the report bolsters its argument that the Project will result in billions of economic benefits to the public—the very same benefits regurgitated by the FRA in the DEIS. On the other hand, TCRR claims public disclosure of the report would be highly prejudicial.

The FRA should not allow TCRR to continue hiding behind these baseless, inconsistent excuses. Rather, the FRA should require that TCRR disclose the Insight Report, along with any other studies allegedly supporting its claim of economic benefits, so that the public may play an informed role in the EIS process. The FRA must ensure that the alleged benefits are not merely disinformation being used to window-dress the Project.

C. The FRA should make TCRR disclose all source data allegedly supporting its cost estimates.

Regarding costs, TCRR has steadfastly refused to produce any objective, reliable data in support of any of its constantly changing cost estimates.[69] In doing so, TCRR has ignored repeated requests for source documentation supporting projected construction costs. In truth, it seems TCRR is plucking these estimates out of thin air. The FRA should

[68] Exhibit L.

[69] In its petition seeking exemptions from certain regulations, TCRR swore to the STB that the total construction cost is "estimated to be over $10 billion." Ex. K. Likewise, in verified petitions filed in Texas state courts, TCRR similarly swore to that "[t]his state of the art Project is expected to cost over 10 billion dollars to construct." Ex. B. TCRR later increased this estimate to $12 billion in public statements, but only after being repeatedly challenged on its initial lowball estimate of $10 billion. To date, TCRR has yet to admit that costs will ultimately exceed $20 billion, double the amount it swore to less than two years ago.

require a comprehensive accounting of construction costs, backed by objective, reliable data from independent experts.

TCRR has yet to provide an operating plan, operational or maintenance data, or any estimates of annual operating and maintenance ("O&M") costs. Not only will TCRR have to pay back massive construction loans and service the high-risk interest returns to its investors, it will also have to cover substantial O&M costs in order for the Project to be financially feasible. The FRA should require TCRR to produce its operating plans, estimated O&M costs, and all supporting data, so that the information may be made available to the public for review and comment.

D. The FRA should make TCRR disclose its business plan and financial information.

TCRR has not disclosed even a rudimentary business plan, even though it has admitted in sworn pleadings that such a plan exists.

With respect to financial information, not only has TCRR admitted that it has secured less than 1% of the financing it needs to construct the Project,[70] it has failed to disclose how (or when) it expects to raise the remaining $20 billion needed for construction. Without assurance that sufficient funding is in place, it is premature for the FRA to proceed with its assessment. TCRR should first be required to demonstrate the extent to which funds for financing are now available, and a timeline regarding when remaining funds will be acquired. The public has a right to review this information as part of the comment process to ensure that Texans are not left saddled with a half-built project.

[70] Exhibit M.

VII. The DEIS fails to adequately address alternatives to the Project.

NEPA requires the FRA to study, develop, and describe appropriate alternatives to the Project.[71] The range of alternatives is essential to "sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public."[72] The FRA must "rigorously explore and objectively evaluate all reasonable alternatives."[73] "The existence of a viable but unexamined alternative renders a [draft] EIS inadequate."[74]

By limiting itself to considering only the alternate routes for the Project, the FRA has improperly limited the scope of its alternative analysis to a single, predetermined outcome: where to build the Project. A proper alternatives analysis under NEPA requires the FRA to examine other, less environmentally damaging alternatives. Here, those alternatives include other companies' proposals to build high-speed rail serving Dallas and Houston, interoperative use of existing railroad facilities, and use of railroad technologies other than the 50-year-old Shinkansen technology proposed for this Project. And, this analysis must include a thorough examination of the environmental impacts and benefits of not building the Project—the No-Build Alternative.

A. The FRA failed to adequately analyze the No-Build Alternative.

A critical component of any EIS, and a requirement under NEPA,[75] is careful examination of the no-action alternative (here, the No-Build Alternative): what would the

[71] 42 U.S.C. § 4332(2)(E); 40 C.F.R. § 1508.9; *see also* 43 C.F.R. § 46.310.

[72] 40 C.F.R. § 1502.14.

[73] *Id.*

[74] *Friends of Yosemite Valley v. Kempthorne*, 520 F.3d 1024, 1038 (9th Cir. 2008).

[75] 40 C.F.R. § 1508.25(b)(2).

environmental impacts be if the Project is not constructed? The FRA failed to analyze the No-Build Alternative, stating that it simply would not accomplish the purpose of the proposed action—the construction of a high-speed rail. By disregarding the No-Build Alternative at the outset (apparently assuming that the Project must be constructed), the FRA failed to present the decision-maker with vital information on which to compare the environmental impacts with the impacts and benefits of not constructing it. The DEIS presents environmental impact information only on alternative routes for the Project, and not on the reasonable alternative of not constructing the Project at all.

The FRA improperly used the No-Build Alternative as a baseline for the alternative railroad routes A through F rather than comprehensively and independently analyzing it as NEPA requires. But even in describing this baseline, the DEIS fails to take into account important disruptions and innovations already underway in the transportation industry, particularly with regard to autonomous vehicles, which will affect safety, reliability, and speed of travel in the Dallas-Houston corridor and across the country. According to automotive and assembly consultants at McKinsey and Company, "autonomous vehicles represent a major innovation for the automotive industry,"[76] but the DEIS does not even mention them or their possible impacts with respect to the No-Build Alternative. Instead, the DEIS assumes erroneously that by 2025, when this Project is slated to come on line, Interstate 45 will carry vehicles just like those it carries today—ignoring the enormous

[76] Michele Bertoncello & Dominik Wee, *Ten Ways Autonomous Driving Could Redefine the Automotive World*, (June 2015), https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/ten-ways-autonomous-driving-could-redefine-the-automotive-world.

changes in vehicle configuration and traffic engineering that autonomous and self-driving vehicles will bring. The DEIS discusses historic and current fatality statistics for rail, automotive, and air travel,[77] but fails to consider that autonomous vehicles, which consumers and freight companies will be using by 2040, may reduce accidents by up to 90% and save the economy about $190 billion.[78]

The FRA did not adequately consider the No-Build Alternative, especially as it relates to new types of vehicles that will utilize existing and planned infrastructure. The No-Build Alternative, according to the DEIS, "would not provide congestion relief, improve safety on the IH-45" or "meet current and future transportation needs." This is mere conjecture without a discussion of future technologies that will soon be on the existing and planned roads between Dallas and Houston.

B. The FRA failed to analyze the alternative of interoperative use of existing facilities.

The DEIS failed to analyze, as an alternative to the Project, a high-speed rail under the European model. These models can operate on existing rights-of-way and would share infrastructure with existing trains and rail lines in urban areas. Using the European model, there would be no need for constructing exclusive rights-of-way in urban areas, reducing many of the negative impacts on the environment, including the human environment. By failing to consider the European model alternative, the FRA did not comply with NEPA.[79]

[77] DEIS at 1-12.

[78] Bertoncello, *supra*.

[79] 42 U.S.C. § 4332(2)(C).

That the FRA did not consider using the European model as an alternative is inexplicable, considering that the FRA has recognized that the European model would have fewer impacts on the environment in a rulemaking expected to be final in June 2018.[80] The proposed rule, Passenger Equipment Safety Standards Amendments (RIN: 2130-AC46), would add a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nationwide, interoperable high-speed passenger rail service at speeds up to 125mph on shared tracks and up to 220mph on exclusive rights-of-way.[81]

The European model would allow a Dallas-to-Houston high-speed rail to make interoperative use of about 100 miles of existing track in existing right-of-way, rather than building an entirely new 240-mile track in an entirely new, sealed corridor across presently undisturbed Texas countryside. The environmental impacts of the European model, which is capable of using existing facilities for much of the route, has far less impact on the environment—both natural and human. Moreover, this system could be deployed far more quickly and economically, just as Amtrak is currently doing in the Northeast Corridor (expected to be up and running by 2021 and fully deployed by 2022).[82]

Instead, the only technology alternative analyzed in the DEIS is the electric-powered passenger rail system based on Central Japan Railway Company's N700 Tokaido

[80] U.S. DEP'T OF TRANSP., *January 2018 Report on Significant Department of Transportation Rulemakings* (2018), https://www.transportation.gov/regulations/report-on-significant-rulemakings (last visited March 6, 2018).

[81] Passenger Equipment Safety Standards Amendments, 81 Fed. Reg. 88,006 (Dec. 6, 2016) (to be codified at 49 C.F.R. pts. 236 and 238).

[82] AMTRAK NATIONAL FACTS, https://www.amtrak.com/national-facts (last visited March 6, 2018).

Shinkansen technology. This would require a fully sealed right of way, 100-feet wide,[83] which the FRA has rejected the use of in other contexts for several reasons.

First, constructing sealed, exclusive rights-of-way would unnecessarily impact urban environments. This is especially pertinent because the tracks would run between Dallas and Houston, two of the larger and faster growing urban populations in the U.S.[84] In its notice of proposed rulemaking for the safety amendments the FRA stated:

> Specifically, the proposed rule would generate cost savings benefits by enabling high-speed rail operators to avoid new right-of-way acquisition and infrastructure construction for dedicated rail lines in dense urban areas. Instead it would allow such trains to travel on existing, non-dedicated rail lines but at slower speeds than permissible for travel on dedicated rail lines.[85]

As the DEIS notes, comments at public scoping meetings have raised issues with impacts to property value, landowner rights, communities, land use, and noise and vibrations.[86] Failing to consider an alternative that can run on both shared and exclusive track ignores the concerns the FRA is already aware of and has sought to minimize in the safety standard amendments.

Second, the Japanese model would cost more and disturb more property rights in these urban environments. In its Regulatory Impact Analysis, the FRA estimated that modifying a $50 million European Trainset to meet Tier III regulations would cost

---

[83] DEIS at ES-1.

[84] U.S. CENSUS BUREAU, CB16-81, *Five of the Nation's Eleven Fastest-Growing Cities are in Texas, Census Bureau Reports* (2016), https://www.census.gov/newsroom/press-releases/2016/cb16-81.html (last visited March 6, 2018).

[85] 81 Fed. Reg. 88,008.

[86] DEIS at ES-4.

$310,000, while modifying a $50 million Japanese trainset would cost roughly $4.7 million.[87] An alternative that utilizes both existing shared tracks and new exclusive tracks would reduce the need for purchasing land in urban environments, which is more expensive than rural land. Or the purchases would be of cheaper land in economically disadvantaged neighborhoods. The Executive Summary to the proposed rule's Regulatory Impact Analysis also said this favored using existing track.

> This benefit is especially attractive to railroad operators that provide service in areas with high population density because right-of-way acquisition and new railroad construction is significantly more expensive and complex. This alternative would increase the probability that new services are introduced and reduce the need for new construction in densely populated areas.[88]

Third, using the Japanese model would contravene the forthcoming rule and lead to a mismatch of track that inconveniences passengers and manufacturers. As the FRA noted in the notice of rulemaking, the proposed rule "would help avert a potential patchwork in the U.S. passenger rail fleet that would perpetuate the current unattractiveness of the U.S. passenger equipment market to manufacturers."[89] If the Japanese system is used for this Project, its trains and railways will stand apart from, rather than integrate with, future high-speed rail projects and routes consistent with the alternative in the forthcoming final rule.

Finally, safety benefits would accrue by using existing shared tracks in urban environments. Existing railway rail infrastructure and rights-of-way would be improved to

[87] Passenger Equipment Safety Standards Amendments, Regulatory Impact Analysis, Executive Summary at 9 (Nov. 2016).

[88] *Id.* at vi (Executive Summary).

[89] 81 Fed. Reg. 88,008.

accommodate the operation of high-speed trains, according to the notice of proposed rulemaking for the amendments, which would benefit all rail travel on these tracks.[90]

By failing to consider the European model as an alternative to the proposed Japanese model, the FRA failed to comply with NEPA and its DEIS is inadequate.

VIII. The DEIS fails to identify and adequately address the environmental impacts of the Project.

A. The DEIS fails to identify and address noise and vibration impacts.

1. The DEIS assumes that screening distances used to analyze impacts of ordinary rail are sufficient for high-speed rail.

The DEIS states that procedures from its guidance manual were applied for establishing the extent of the Study Area.[91] Consequently, the FRA limited its screening distances to 1,300 feet for noise impact and 275 feet for vibration. According to the FRA, these distances "are based on assumptions for the HSR operations and existing environment."[92] However, the FRA did not disclose the "assumptions" it relied on. Instead, the FRA merely concluded that, "[b]eyond these distances, no impacts would occur."[93] The FRA provided no data or other support for this conclusion.

The FRA's undisclosed assumptions are critical to the noise and vibration analysis because TCRR's Project is the first of its kind in the United States. In fact, TCRR is in the process of seeking a Rule of Particular Applicability relating to its proposed high-speed

[90] *Id.*

[91] DEIS at 3.4-5.

[92] *Id.*

[93] *Id.*

rail, which will exceed speeds of 200mph. Obviously, the stark differences between the configurations of a high-speed rail and an ordinary passenger rail line will result in unique noise and vibration impacts. The FRA guidance manual is not designed to assess such differences. As such, the DEIS does not even mention, let alone assess, this possibility.

2. The FRA did not base its noise and vibration assessment on the Shinkansen N700 system that TCRR intends to use for its Project.

The DEIS states that in order to conduct a proper assessment the FRA must consider each sub-source noise component with each component that is defined in terms of a noise generating mechanism. For example, propulsion, wheel-rail and aerodynamics should all be encompassed in a detailed noise assessment. In the 2012 FRA study, the FRA relied on data related to several high-speed trains, but there is no data or assessment for the Shinkansen N700 train system. In section 5 of the DEIS, the FRA laid out what should be included in a detailed noise analysis.

In order to properly assess noise and vibrations impacts of this Project, the FRA must base its assessment on the actual Shinkansen system. However, in Appendix F of the DEIS, TCRR states that the Shinkansen N700-series trainset would be modified and adapted to fit the regulatory and environmental conditions in the proposed corridor. TCRR claims that the system's design and aerodynamic features have evolved from the original Shinkansen design.[94] Yet, the FRA made no attempt to assess the modification nor does the DEIS indicate whether those modifications were assessed in determining the noise and vibration impact.

[94] DEIS at Appx. F at 2.1.

3. The FRA has underestimated the noise impact of the Project.

In Table 3.4-12, the FRA states that the Project will produce only 47 decibels within 125 feet of the track. According to the FRA, the Project will not result in severe noise impacts on residential homes. However, in an article published by the BBC in 2011, a group opposing the construction of the high-speed train in England estimated that a train going 155 MPH would create 85 decibels 82 feet from the track.[95] Additionally, a report published by the High-Speed Rail Authority in California projected that a train going 106 MPH would create 71 decibels 150 feet from the track, and 83 decibels at 220 MPH. [96]

Regardless of the extent the FRA has underestimated the decibel levels, the fact is the Project will cause substantial noise pollution, especially in the eight rural counties where the Project does not make stops. Many of these counties and communities rely on livestock and agricultural use of their land.[97] The noise pollution and vibrations created by construction and operation of the Project will negatively affect the agricultural use and possible result in panic flight of livestock (causing death or injury). The DEIS provides no answer to the cattle raisers who are trying to figure out how to herd cattle through a 14-foot pipe with a 200 MPH train zooming by. In the public hearings, the FRA and TCRR refused to take any responsibility for potential injury, death or damages due to panic flight of livestock. The DEIS is silent on this critical issue as well.

---

[95] BBC News, *How loud will the new high-speed train be?* (Feb. 28, 2011), http://www.bbc.com/news/magazine-12596619.

[96] Cal. High-Speed Rail Authority, *High-Speed Train Fact Sheet* at 8 (Aug. 23, 2010), http://www.hsr.ca.gov/docs/programs/eir_memos/Proj_Guidelines_SoundFactSht.pdf.

[97] *See* pages 72-77 below.

4. The FRA failed to assess the impact of noise and vibration on soil composition.

In its analysis, the FRA did not assess how unique soil composition plays a significate role in noise and vibration assessments. However, there are several studies that show material impacts on soil and soil composition caused by high-speed train noise and vibrations.

For example, in a 2014 study published by *Soil and Dynamics Earthquake Engineering*, researchers found that the tools used to assess noise and vibration for high-speed trains were insufficient.[98] The study looked at models used by the Norwegian Geotechnical Institute, Brahrekazemi, and the FRA. Researchers concluded that all assessment tools used by the institutions were insufficient to gauge the correct noise and vibration measurements.[99] They found that as train speed increased so did the levels of vibrations.[100] The limitations of the vibration model used by the FRA ignores the effect of soil composition in wave propagation. "This omission is high relevant because the soil properties have been shown to contribute significantly to the levels of ground vibrations generated by railway tracks, particularly in the free field. Thus, ignoring soil properties is likely to reduce the accuracy of a prediction model."[101] In order for the DEIS to have assessed noise and vibration, accurate assessment tools must be employed.

---

[98] Connolly, D.P. et al., *Assessment of Railway Vibrations Using An Efficient Scoping Model*, 58 Soil Dynamics and Earthquake Engineering 37, 37-47 (2014), https://www.sciencedirect.com/science/article/pii/S0267726113002662.

[99] *Id*. at 38.

[100] *Id*.

[101] *Id*.

As another example, a case study done in Portugal found that soil type, rock layers, soil laying, depth to water table, and frost depth all relate to vibrations due to trains.[102] None of these factors are identified or sufficiently addressed in the DEIS. The study emphasized the necessity of accurate vibration measurements, concluding that without such measurements damage could result from vibrations.

5. The FRA used outdated assessment tools.

The DEIS states that the FRA used Project information provided by TCRR, including a TCRR report titled *Texas High Speed Rail Revised Draft Conceptual Engineering Report*.[103] This report is not included within the DEIS and does not appear to have been disclosed for public review and comment.

In addition, the FRA states it relied on "sound data gathered in Japan for the Tokaido Shinkansen N700-A train" from 2012.[104] Yet, there is no discussion regarding the propriety of using sound data gathered in Japan to assess the noise and vibration impacts on the unique land characteristic in rural Texas.

Further, the FRA relied on the *High-Speed Ground Transportation Noise and Vibration Impact Assessment* (2012) and the *Transit Noise and Vibration Impact Assessment* (2006) to analyze field noise and vibration.[105] However, both manuals are out

---

[102] Monteiro M., *Vibrations Induced by Trains. Case Study: Extension of Track Platform of Gare do Oriente* (2009), https://fenix.tecnico.ulisboa.pt/downloadFile/395139464839/Abstract_ManuelMonteiro.pdf.

[103] DEIS at 3.4-5 n.2.

[104] *Id*. at 3.4-5.

[105] *Id*.

of date and employ the wrong analysis tool. Therefore, the DEIS assessment is based on stale data. In a 2017 study, researchers found that the American technique of using five noise sources was not appropriate for considering train speeds over 250-300 km/h.[106] In addition, the researchers concluded that it is impossible to consider train design features, such as train noise, using the American technique.[107]

6. The FRA failed to consider many affected land uses in its assessment of noise and vibration impacts.

The DEIS describes the three levels of noise impact: No Impact, Moderate Impact, and Severe Impact.[108] With respect to Severe Impact, the DEIS states that, "if a next door neighbor begins to use a leaf blower or chain saw, it would likely disrupt normal conversation and be highly annoying."[109] According to the FRA, Severe Impacts "should be avoided if possible. Noise mitigation should be applied for severe impacts wherever feasible."

It is impossible for the FRA to properly assess the potential Severe Impacts on the properties it has not surveyed. Put another way, the FRA cannot merely assume that the Project will not "disrupt normal conversation and be highly annoying" given that it has no intimate knowledge of the specific characteristics and land uses of the affected properties. In fact, there are many yet-to-be-surveyed properties where there is a high likelihood of

[106] Ivanov, N.I. et al., *The Problem of High-Speed Railway Noise Prediction and Reduction*, 189 Procedia Engineering (2017), https://www.sciencedirect.com/science/article/pii/S1877705817322117.

[107] *Id.*

[108] DEIS at 3.4-8.

[109] *Id.*

Severe Impacts based on unique land use characteristics. The following are a few examples:

- Cotton Mesa Trophy Whitetail Hunting Lodge in Navarro County has been selectively breeding trophy whitetails for the past thirty years. It has 4,200 acres of premium whitetail deer habitat;[110] and
- The House Estate is one of the premier wedding facilities in Texas, set on 18 acres in Harris County and centered around an 1890's Victorian mansion.[111]

Regarding impacts to wildlife (mammals and birds) and domestic animals (livestock and poultry), the FRA states that the DEIS addresses these impacts based on the "noise exposure limits" for domestic and wildlife animals (100dBA) shown in Table 3.4-4.[112] However, there is no explanation of how these impacts were addressed or what tests or analyses, if any, were performed.

Without citation to any studies or supporting data, the FRA states that the noise exposure limits for train operating at maximum speeds of 205 MPH "would only be exceeded with 15 feet from the HSR tracks."[113] According to the FRA, no animals will be within this fenced-in area at grade and, where the HSR is elevated, "noise levels would be reduced by shielding either below the viaduct of within the culvert."[114] The FRA merely

[110] COTTON MESA TROPHY WHITETAIL, http://www.cottonmesawhitetail.com/about-us/ (last visited Mar. 9, 2018).

[111] THE HOUSE PLANTATION, http://thehouseestate.com/ (last visited Mar. 9, 2018).

[112] DEIS, p. 3.4-9, 3.4-10.

[113] *Id*. at 3.4-36.

[114] *Id*. at 3.4-37.

concluded—in this single paragraph—that "noise impact on wildlife will not be significant."[115] This assessment falls well short of the requisite "hard look" under NEPA.

7. The DEIS ignores the noise and vibration impacts caused by high-speed rail trains crossing paths.

The FRA ignores a noise impact unique to this Project, *i.e.*, the scientifically proven "slapping" or popping noise resulting from air flow between two passing high-speed trains.[116] Rather than assess the noise impact of two high-speed trains passing each other at close proximity, the DEIS records noise levels for one passing train on one rail.[117]

8. The DEIS contains no clear specifications or requirements related to noise and vibration mitigation.

At page 3.4-60, the DEIS states that "TCRR shall investigate the application of sound barriers at affected locations where feasible" and "TCRR shall seek input from the impacted landowners and local jurisdictions on barrier types and designs." The DEIS continues, "[w]here sound barriers are not practical, TCRR shall evaluate and install building sound insulation treatments where feasible." In other words, the FRA acknowledges that TCRR has not investigated the feasibility of sound barriers or sought input from landowners or county governments. Additionally, if barriers are not a feasible mitigation measure, the FRA acknowledges that TCRR has not conducted any feasibility analysis regarding alternative insulation treatments. As a result, if it is later determined that

---

[115] *Id.*

[116] Kumar, Vdit, et al, *Aerodynamics and FlowField Induced by 2 Trains Passing By Each Other FDM/FVM* (2015), https://www.slideshare.net/udit_suraj/aerodynamics-and-flow-field-induced-by-2-hst-trains-passing-by-each-otherusing-fvm.

[117] DEIS at 3.4-35.

noise impacts exceed acceptable levels, the FRA is merely speculating that 1) there are feasible mitigation measures, and 2) TCRR will be able to coordinate with landowners and county governments in order to install any such measures.

B. The DEIS fails to identify and address the Project's impact on hazardous materials and solid waste.

The FRA's NEPA procedures for considering environmental impacts direct the agency to consider "*any* impacts due to hazardous materials."[118] The DEIS is inadequate because it improperly classifies some hazardous waste sites near the high-speed rail project as low-risk when they are in fact high-risk sites. According to the DEIS, moderate and high-risk sites require further investigation into potential soil or groundwater contamination.[119]

The Wyman-Gordon Forgings site at 10825 Telge Road in Houston, Texas is one such site that the DEIS improperly classified as low risk.[120] The site produces closed-die forgings used mainly for aerospace applications and extruded pipe.[121] The DEIS describes the site's environmental contamination and enforcement history as Industrial Hazardous Waste: "Inactive corrective action. Completed workload in 2014. LPST [Leaking

[118] Procedures for Considering Environmental Impacts, 64 Fed. Reg. 28,550 (May 26, 1999) (emphasis added).

[119] DEIS at 3.5-6.

[120] *Id*. at 3.5-21.

[121] ENVT'L PROT. AGENCY, Region 6 Compliance Assurance and Enforcement Division, Inspection Report for Wyman-Gordon Forgings, Inc. at 2 (June 27-28, 2017).

Petroleum Storage Tank]: Final concurrence issued, case closed in 1996. RCRA: Active SQG. Site had seven emergency responses and ten NOVs that have all been resolved."[122]

However, according to the Environmental Protection Agency's (EPA) Toxics Release Inventory, 2,032 pounds of chemical releases were reported for the site in 2012.[123] Chromium, cobalt, copper, acids, hydrogen fluoride, lead, manganese, nickel, and nitric acid were among the chemicals released.[124] Moreover, 915 pounds of chemical releases were reported at this site in 2008[125] and 876 pounds of chemical releases were reported in 2016.[126] The Toxics Release Inventory's Risk-Screening Environmental Indicators, EPA's screening-level model that analyzes factors that contribute to human health risk, scored the site roughly 40,000 times higher than the U.S. median for primary metals in 2015.[127]

The DEIS states that workloads related to the site are complete, notices of violation have been resolved, and the site is complying with federal solid waste requirements. But a June 2017 EPA Region 6 inspection found multiple concerns with the Wyman-Gordon facility.[128] Among approximately a dozen concerns raised by the EPA, the agency said the

[122] DEIS at 3.5-21.

[123] ENVT'L PROT. AGENCY, Toxics Release Inventory, Facility Profile Report for Wyman-Gordon Forgings, LP, 10825 Telge Road (2012).

[124] *Id.*

[125] ENVT'L PROT. AGENCY, Toxics Release Inventory, Facility Profile Report for Wyman-Gordon Forgings, LP, 10825 Telge Road (2008).

[126] ENVT'L PROT. AGENCY, Toxics Release Inventory, Facility Profile Report for Wyman-Gordon Forgings, LP, 10825 Telge Road (2016).

[127] ENVT'L PROT. AGENCY, Toxics Release Inventory, RSEI for Wyman-Gordon Forgings LP, 10825 Telge Road (2015).

[128] ENVT'L PROT. AGENCY, Region 6 Compliance Assurance and Enforcement Division, Inspection Report for Wyman-Gordon Forgings, Inc. at 5 (June 27-28, 2017).

requirements of its National Pollutant Discharge Elimination System (NPDES) permit are not being followed and accurately submitted. The sampling does not represent discharges of many of the substances listed above from the facility.[129]

Three Schools are located north of the Wyman-Gordon site, the proposed railway segment, and Highway 290.[130] The DEIS fails to discuss how, if the Wyman-Gordon site is disturbed, students at Cy-Fair High School, Arnold Middle School, and Lamkin Elementary School will be impacted by exposure to airborne toxics, contaminated soil, and groundwater from this site. And the inadequacy of this analysis casts doubt on the thoroughness of the FRA's investigation and discussion of other hazardous waste sites along the affected corridor.



[129] ENVT'L PROT. AGENCY, Region 6 Compliance Assurance and Enforcement Division, Inspection Report for Wyman-Gordon Forgings, Inc. at 5 (June 27-28, 2017).

[130] *See* map (schools in yellow).

C. The DEIS fails to adequately analyze the Project's impact on wetlands and waterways.

Wetlands provide invaluable ecological functions such as filtration of pollutants, habitat for aquatic and amphibious species, and flood attenuation. While admitting that the Project will destroy or significantly impact critical wetland areas, the DEIS fails to analyze or discuss the functions and values these wetlands provide, how those functions and values will be impaired by the Project, and what (if any) mitigation of these adverse wetlands effects will be mitigated. In essence, the DEIS seems to assume that wetlands protection is the role of the Army Corps and that the FRA, as the lead agency, may ignore wetlands impacts in preparing the DEIS. That assumption is wrong. NEPA provides no exceptions; it requires the FRA to analyze all significant impacts on the human environment—including wetlands impacts.

The DEIS states nebulously that its goal is to avoid wetland disturbance, and that future actions will be implemented with the assistance of the Army Corps to avoid and minimize impacts. The DEIS makes clear that it is unknown at this point what the nature and extent of those impacts will be, although the DEIS recognizes that between 100.9 and 106.2 acres of wetlands will be permanently impacted, depending on which project alternative is selected. [131] The DEIS, however, provides no substantive analysis regarding the Project's impact on those wetlands, offering instead only general descriptions. For example, in section 3.7 the FRA states:

> Permanent impacts would occur for the placement of culverts, viaduct support structure and within the permanent footprint of access roads, stations,

[131] DEIS at 3.7-52.

> MOWs, TMFs and where any of the Build Alternatives would be on embankment. Short-term impacts would include grading and temporary fill from construction access, staging and laydown areas. Operational impacts to waters of the U.S. would be limited to maintenance of culverts or bridges, and ongoing vegetation maintenance within the permanent HSR ROW.[132]

The DEIS has no other qualitative descriptions of the Project's impacts on wetlands. The DEIS instructs readers to review Appendix E, Waters of the U.S. Technical Memorandum, for a more detailed breakdown of the impacts. However, Appendix E is merely 113 pages of charts that show where the estimated impacts to streams, wetlands, and waterbodies in each county will occur. [133] The charts do not describe how the crossings will actually affect the wetlands.[134] Because the DEIS does not specify the actual impacts the Project will have on wetlands, the DEIS is inadequate.

The DEIS states that TCRR has applied to the Army Corps for two Section 404 permits, but the Army Corps has not yet determined if it will issue those permits.[135] Because the Project is not water-dependent, it does not qualify for such permits. The DEIS's assumption that the Corps will issue Section 404 permits, allowing discharge of dredge or fill material into waters of the U.S., is thus purely speculative.

Equally problematic is the fact that the DEIS includes no discussion of which portions of the Project will impact U.S. waters (requiring Section 404 permits). Instead, the DEIS states, "[w]here avoidance of impacts to waters of the U.S., including wetlands,

---

[132] *Id*. at 3.7-30.

[133] *Id*. at 3.7-29.

[134] *Id*. at Appx. E.

[135] *Id*. at 3.7-48.

would not be practicable, TCRR shall obtain an Individual Permit from the appropriate USACE districts (Fort Worth and Galveston) prior to initiating construction."[136]

In addition, the DEIS fails to analyze what impacts on what wetlands might be allowed if a Section 404 permit is issued. That is, what wetlands functions and values might be destroyed or impaired, and what (if any) mitigation of those impacts the Army Corps might require. The DEIS thus improperly truncates all analysis of wetlands impacts.

Instead of analyzing wetlands impacts, the DEIS clarifies that its mitigation plans will be developed sometime in the future, which makes issuance of a final EIS premature:

> To facilitate the development of the mitigation plan, TCRR shall evaluate the ecological condition of jurisdictional streams and wetlands, of waters of the U.S. that would be impacted by the HSR system using the Texas Rapid Assessment Method (TXRAM) Version 2.0 in the Fort Worth District and the Hydrogeomorphic (HGM) Model in the Galveston District. The results of the assessments shall then be used for calculating the change in function and compensatory mitigation requirements associated with USACE authorized activities.
>
> During the USACE review of the draft mitigation plan, TCRR shall continue to revise and refine the mitigation plan as part of the **WW-CM#4: CWA Section 404, Individual Permit.** The mitigation plan shall include sufficient detail to demonstrate measures taken to avoid, minimize and mitigate the aquatic functions that would be lost or impaired as a result of any of the Build Alternatives. Pending USACE approval, a final mitigation plan for wetlands and waters of the U.S. will be adopted by FRA as a part of the Final EIS.[137]

In short, the FRA made no attempt to analyze the Project's impact on waters and wetlands, assuming incorrectly that this is the Corps' job. NEPA does not exempt wetlands from the environmental impacts that must be evaluated in the EIS, including this one.

---

[136] *Id*. at 3.7-49.

[137] *Id*. at 3.7-50 (citations omitted) (emphasis in original).

D. The DEIS fails to adequately assess the Project's impact on flood plains and drainage.

Under NEPA, the FRA must consider flood hazards and flood plain management.[138] Specifically, if an alternative will affect a base flood plain, the DEIS must discuss: "any risk associated with each such alternative; the impacts on natural and beneficial flood plain values; the degree to which the alternative supports incompatible development in the base flood plain; and the adequacy of the methods proposed to minimize harm."[139] The DEIS fails to adequately address these factors, particularly as they relate to the Houston metropolitan area.

According to the DEIS, the proposed rail project will impact 606 acres of the 100-year floodplain and 46 acres of the 500-year flood plain.[140] But the DEIS fails to discuss the nature and effect of these impacts—and what they will mean for local flooding and flood management. Particularly in the Houston area, where catastrophic flooding has occurred several times in recent years, the impairment of flood plains and flood management operations is a critical environmental impact that NEPA does not allow the DEIS to ignore.

The DEIS fails to present a clear picture of the changing Houston-area landscape and flood challenges. A National Oceanic and Atmospheric Administration (NOAA) analysis of rainfall trends suggests baseline standards used for flood plain regulations,

[138] Procedures for Considering Environmental Impacts, 64 Fed. Reg. 28,545 at 28,550 (May 26, 1999).

[139] *Id.*

[140] DEIS at 3.8-13.

control projects, and flood zone maps underestimate the amount of rainfall during storms that cause floods.[141] The DEIS does not consider increased rainfall during storms in the Houston area. Moreover, the DEIS does not take into account, or even mention, the frequency or intensity of flooding events in the area, such as those caused by Hurricane Harvey, Tropical Storm Allison, the "Tax Day" Flood, or "Memorial Day" Flood, and whether the railway project is designed to withstand such events. It also fails to discuss whether the railway will, as a result of rainfall increases during storm events, contribute to flooding in Harris County and Houston.

The agency's favored route would also include 332 stream crossings via bridge or viaduct, 100 of which are in Federal Emergency Management Agency (FEMA) high risk flood zones.[142] The DEIS fails to analyze how these crossings will impact the ability of these streams to carry floodwaters. The DEIS also fails to analyze the impacts of possible flooding or washout of these crossings.

The DEIS states that TCRR will obtain floodplain development permits and use best management practices during construction, such as erosion and sedimentation controls.[143] But the DEIS fails to specify those best management practices by segment, nor does it specify the environmental impacts remaining after implementing those practices and complying with issued permits. Moreover, the DEIS does not explain how the railroad will

---

[141] NAT'L OCEANIC & ATMOSPHERIC ADMIN., NOAA ATLAS 14: PRECIPITATION-FREQUENCY ATLAS OF THE UNITED STATES, Volume 11 Version 1: Texas, (2017), https://hdsc.nws.noaa.gov/hdsc/pfds/PFDS-Texas/tx_peer_rev.html.

[142] DEIS at 3.8-20.

[143] *Id*. at 3.8-31.

obtain those permits in the multiple counties that have passed resolutions stating they will not issue building permits for the Project.

The DEIS states that the project will abide by the City of Houston Ordinance, "Rules and Regulations for Chapter 19, Guidelines Houston City Code: Floodplain," which requires special flood hazard areas to be elevated by 12 inches above the base flood elevation,[144] but the DEIS does not explain how this will prevent flooding. Although the DEIS says the Project will abide by the city ordinance, that is not sufficient evidence to show that the Project will not cause flooding. To make a fully informed decision, the DEIS should present scientific evidence and studies showing that the Project will not impose a greater risk of flooding in Houston—a city that could not afford such a risk prior to Hurricane Harvey and certainly cannot do so now.

Finally, the DEIS fails to identify or discuss the flood impacts of constructing an elevated dirt berm that will block the natural sheet flow across the land and channel large quantities of water along the berm's base. The DEIS must analyze the nature and quantities of channeling these flood waters along the sealed rail corridor if it is to adequately describe the environmental impacts of the Project.

E. The DEIS fails to identify and address the Project's impact on public utilities and energy.

In California, the high-speed rail authority attempted to use its EIS to suggest that high-speed rail will produce large energy savings. The authority went so far as to claim that energy savings from operating the rail system would repay the energy cost of

[144] DEIS at 3.8-6.

construction in just five years. However, Projections by the California Air Resources Board bemoaned that the California High-Speed Train would only account for 1.5% of California's goal for reducing emissions, and at a substantial cost.[145] Any assessment of energy usage must also account for improvements to the energy efficiency of cars and planes. If cars and planes become more fuel-efficient, then the energy payback period for high-speed rail rises. The FRA took none of these factors into account.

In truth, building a so-called "Green Train" is not really green. The Project will derive significant amounts of power from coal burning plants that rely on strip-mined, lignite coal. The FRA has not even attempted to quantify the natural destruction caused by the additional strip-mining that will be need to meet its electricity demand. While rail can offer lower energy usage than highway or air travel, that is only the case when it runs at or near capacity.[146] In all likelihood TCRR's Project will never run at capacity.

1. The FRA overestimates energy savings.

The DEIS states that 2014 CAFE standards were used to calculate fuel and energy savings.[147] In addition, the FRA used TCRR's exaggerated ridership projections to calculate the fuel and energy savings resulting from the reduction in vehicle passengers. Based on these calculations, the FRA estimates that "annual" energy savings will be over 9.33 MMBTUS.

---

[145] CALIFORNIA AIR RESOURCES BOARD, *Climate Change Proposed Scoping Plan* at 56 (2008), http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf.

[146] Environmental Protection Agency, *California Environmental Quality Act and National Environmental Policy Act, Environmental Impact Statement.*

[147] DEIS at 3.9-5.

For a number of reasons, the FRA's estimate is inflated. First, CAFE standards are likely to increase in the future and therefore cars will become more fuel efficient. Second, the FRA offers no explanation regarding its determination that the Project will consume 1.59 MMBTUs annually. No studies are referenced as support for this figure. Third, at page 3.9-14-15, the FRA relies on stale data in setting forth Texas's 2013 energy consumption by use, instead of the following recent data:

- Residential: 13.15%;
- Commercial: 12.34%;
- Industrial: 50.08%; and
- Transportation: 24.42%.

Similarly, the FRA references an outdated ERCOT reports at pages 3.9-19 and 3.9-20, even though updated versions are available.[148] Finally, at page 3.9-21, the FRA relies on outdated Texas Electricity Generation Estimates, instead of available updated estimates.[149]

2. The DEIS fails to adequately assess the energy and utilities impacts for the No-Build Alternative.

The FRA concludes that under the No-Build Alternative, "[t]here would be no direct impacts to existing utilities because no construction activities would take place. There

[148] ELECTRIC RELIABILITY COUNCIL OF TEXAS, *Report on Existing and Potential Electric System Constraints* (2017), http://www.ercot.com/content/wcm/lists/89476/2016_Constraints_and_Needs_Report.pdf, http://www.ercot.com/content/wcm/lists/89476/2016_Long_Term_System_Assessment_for_the_ERCOT_Region.pdf (last visited Mar. 9, 2018).

[149] U.S. ENERGY INFO. ADMIN., *Texas State Profile and Energy Estimates*, https://www.eia.gov/state/?sid=TX (last visited Mar. 9, 2018).

would be no additional service demand placed on these utilities."[150] There is no discussion of the costs of moving utilities that interfere with the Project. This is a glaring omission. The FRA must consider the cost of building new utilities and new oil and gas wells. Moreover, the DEIS lacks any in-depth cost-benefit analysis of the No-Build Alternative.

3. The DEIS contains many unsupported conclusions related to public utilities and energy.

The FRA states that "[u]tility realignment and/or protection methods, for construction or post-construction purposes, typically would not negatively impact the effectiveness of the utility infrastructure."[151] No evidence is presented to support this conclusion. Nor is there any discussion of the negative impacts to existing utility infrastructure. For instance, if the construction harms the utility enough to where it does not make economic sense to keep it running, then construction of the Project will negatively impact the utility.

Furthermore, the FRA states that TCRR will construct and operate an on-site water treatment system to treat wastewater from the construction of the Project.[152] This is no small task. The FRA does not explain how wastewater will be gathered and transported to the treatment site. Nor does the FRA describe the quality of the water to be treated or specifications including bacteria level as measured by an ATP test, salinity level as measured by the quantity of total dissolved solids, the quantity of total suspended solids,

[150] DEIS at 3.9-23.

[151] *Id*. at 3.9-25, 3.9-32.

[152] *Id*. at 3.9-29.

turbidity, the quantity of hydrogen sulfide, the quantity of iron, and the quantity of other constituents required to fully describe the quality of the incoming water. The DEIS does not contain any explanation of the treatment process or equipment required, including type of process, the type and quantity of chemicals required, size and type of water filters to be used, size and type of tanks to be used, and any other equipment and techniques to be used. Moreover, the FRA fails to discuss the costs of any such processes or equipment.

The FRA claims that construction power usage will not require significant additional capacity or result in peak demand.[153] However, the FRA does not disclose usage and demand levels employed to make this conclusion.

F. The DEIS fails to adequately address all measures needed to mitigated the impact on aesthetic and scenic resources.

The DEIS admits that the project will harm residents' views of rivers and open landscapes when driving on IH-45 northbound toward Dallas due to the height of the viaduct.[154] Despite acknowledging the reduction in the view when on IH-45, the DEIS does not consider using buffer zones to minimize the reduction in the view.

Overall, the DEIS lacks sufficient analysis of buffer zones required to mitigate impacts of the HSR proposal on aesthetic and scenic resources in pristine areas of the State. While the DEIS identifies locations where natural tree buffer zones already exist,[155] the discussion of adding additional buffer zones in the mitigation section focuses only on the

[153] *Id*. at 3.9-30.

[154] *Id*. at 3.10-59.

[155] *Id.* at 3.10-29.

cities of Houston and Dallas.[156] That discussion is limited to: "[i]ntegrate trees and landscaping into the station streetscape where possible to soften and buffer the appearance of guideways, columns and elevated stations."[157] The DEIS includes no discussion of using buffer zones in rural areas despite acknowledging that rural agricultural and pasture land are the primary terrain of the Build Alternatives.[158] Additionally, the DEIS does not state how wide of a buffer zone the Project will create. The final EIS must include information regarding the locations, potential use, and size of buffer zones in rural areas in order to provide the FRA with sufficient information to make an informed decision.

The DEIS also does not adequately analyze the impact nighttime lighting will have on rural communities. Section 3.10.6.1 of the DEIS identifies nighttime lighting as a potential issue in rural communities, but the mitigation section simply asserts that "[p]rior to operations, TCRR shall develop an operational lighting plan that shall outline required nighttime lighting limits to safely operate the system."[159] TCRR must establish its lighting plan before the publication of the final EIS. Otherwise, the Final EIS will not adequately analyze the Project's impact on rural communities.

Finally, the DEIS says that existing vegetation will be maintained but it does adequately discuss how TCRR will decide how much vegetation will be maintained.[160] The DEIS claims that "TCRR's LID approach shall minimize impacts by locating the HSR

[156] *Id.* at 3.10-113.

[157] *Id.* at 3.10-112.

[158] *Id.* at 3.10-3.

[159] *Id.* at 3.10-115.

[160] *Id.* at 3.10-113.

system adjacent to existing utilities and highways in order to limit impacts to undeveloped areas and avoid wildlife habitat fragmentation."[161] The DEIS includes no estimate of how much of the project actually can be built adjacent to existing utilities, so the FRA has no clear estimate of what impacts this project will have on scenic resources.

Because the DEIS does not include buffer zone mitigation analysis for rural terrain or an estimate of the amount of track that can be built adjacent to existing utilities, the DEIS does not adequately analyze ways to mitigate the Project's impacts on scenic lands.

Finally, the DEIS fails to consider the impacts the Project will have on properties where visual and noise impacts negatively affect the property's use, value, and appeal, along with the human environment. The Project will traverse otherwise quiet, peaceful, and visually-pleasing tracts where these attributes are integral to the property's land use, value, and overall environment. Failing to survey all properties has resulted in an assessment of low to moderate impacts, rather than severe. In short, the FRA has underestimated the aesthetic and scenic resource impacts, thus rendering its assessment inadequate.

G. The DEIS fails to identify and address the Project's impact on transportation networks and roadways.

The Project's proposed 240-mile-long right-of-way, a sealed corridor, will bisect the ten Texas counties through which it passes. While the DEIS states that viaducts will be used to accommodate existing roadways, the DEIS utterly ignores the fact that construction of the railroad embankment will freeze in place the existing road network, obstruct future community development of roadways and transportation networks like

[161] *Id.*

school bus routes and bike paths. This gross oversight renders the DEIS entirely inadequate under NEPA.

The DEIS fails to address the insurmountable physical and jurisdictional issues surrounding roads in the counties through which it is proposed to be constructed. The DEIS describes a number of possible configurations for railway and road intersections, such as road under railway, road over railway, relocation of existing road, rerouting of existing road, and closure of road.[162] Depending on the alternative selected by the FRA, between 231 and 237 roads would be crossed by the high-speed railway and between 147 to 246 roads would be impacted.[163] The DEIS correctly notes that the Texas Department of Transportation and various counties are responsible for roadway crossings, but its discussion is incomplete because it fails to recognize the powers counties and county Commissioners Courts exercise under the Texas Transportation Code[164]—and that many of the counties have adopted resolutions stating they will not permit the road-crossing construction described in the DEIS.

In Texas, the Commissioners Court oversees the construction and maintenance of all public roads. It "may make and enforce all necessary rules and orders for the construction and maintenance of public roads."[165] Moreover, the Commissioners Court "may exercise general control over all roads, highways, and bridges in the county."[166] The

[162] *Id.* at 3.11-5.

[163] *Id.* at 3.11-73.

[164] TEX. TRANSP. CODE ANN. § 251.001.

[165] TEX. TRANSP. CODE ANN. § 251.003(1).

[166] TEX. TRANSP. CODE ANN. § 251.016.

DEIS is silent as to the effect of these provisions, and how the described project can be built if and when the Commissioners Court exercises this control over county roads.

Importantly, several counties have already passed resolutions stating that they will not close, abandon, vacate or alter any county road to accommodate the Project.[167] The counties resolved further that all county roads must be maintained for use by the traveling public at all times during and after construction.[168] Although these resolutions were sent to the FRA, they are not reflected in the DEIS.

Along with several other county judges along the affected corridor, Navarro County Judge H.M. Davenport, Jr. has voiced his concerns over jurisdictional issues in the DEIS to the FRA. For example, Navarro County has more than two dozen roadway crossings considered in the DEIS, including fifteen entries for local roads.[169] The DEIS also states that 45 roads, both public and private, would be permanently impacted by the Build Alternatives.[170] On Feb. 26, 2018, the Navarro County Commissioners Court passed a resolution that it intends "to decline to discontinue, abandon, close, vacate or alter a county road in connection with the proposed" project.[171] The DEIS fails to discuss how the Project can be built in the face of this opposition. Nor does it discuss which environmental impacts of the required route changes might be. The passage of these county resolutions constitutes a material change to the design assumptions included in the DEIS, assumptions that are

[167] *See, e.g.*, Exhibit N.

[168] *Id.*

[169] DEIS at 3.11-17, 18.

[170] *Id.* at 3.11-43, Table 3.11-42.

[171] Navarro County Commissioners Court Resolution No. 102-2018 (Feb. 26, 2018).

inconsistent with county law. As a result, it is impossible for stakeholders to evaluate the impacts based solely on the data currently in the DEIS.

In addition, the DEIS discussion of roadways and transportation fails to comply with NEPA, which requires the FRA to consider whether the Project will be consistent with state and local laws. "Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law," according to NEPA regulations.[172] Until the FRA reconciles the conflict between the proposed project and local law, the EIS will not comply with NEPA.

H. The DEIS fails to identify and address the Project's impact on land use.

The Project will adversely impact cattle and other livestock, agricultural operations, and farmers and ranchers. The DEIS fails to adequately address a number of significant issues in this regard. The FRA states that the Project, "would not result in a significant impact or loss to crop yields, livestock numbers or the state agricultural economy."[173] This false statement is the result of the FRA's failure to conduct an adequate assessment of the Project's impact on land use. Agricultural operations, especially cattle-raising and other related operations, will be significantly impacted.

The DEIS states the total market value of agriculture is more than $25 billion.[174] This estimate merely reflects cash receipts for agricultural commodities, such as livestock. When the significant upstream and downstream sectors of the industry are accounted for,

[172] 40 C.F.R. 1506.2(d)

[173] DEIS at ES.20.

[174] *Id*. at 3.13-27.

the agricultural industry in Texas is valued at over $100 billion. The FRA must take into account the full economic impact of the Project on the agriculture industry. Otherwise, the loss in value of Texas agriculture is unknown and the DEIS is inadequate.

Texas has experienced a decline in agricultural lands as those lands are converted to non-agricultural use. The Project will only accelerate this decline. While the DEIS appears to account for the actual acreage that will be taken for the physical components of the Project, the DEIS fails to account for the loss of agricultural lands due to hardships placed on current and future owners of property that will be indirectly impacted by people traversing their land, excess noise, and the unsightly Project. The FRA must assess these indirect impacts.

The DEIS also ignores the fact that the Project will render adjacent property relatively useless. Many Texans in the agricultural industry will be unable to conduct their operations efficiently due to future uncertainties. The FRA should conduct a study of land loss for specific tracts within the Study Area.

The majority of counties that the Project will cross through have significant agricultural operations, including cattle. As the DEIS states, livestock contribute significantly to the viability of rural economies. While the study uses 2012 Agricultural Census data, more recent 2017 USDA County Estimates indicate that the 10-county study area is home to more than 582,000 head of cattle. The DEIS attempts to show how the Project would not have a significant impact on agriculture. However, it fails to provide support for this claim. Importantly, the DEIS completely disregards the microeconomic impact on individual producers, animals and communities. Until the FRA conducts an

extensive microeconomic analysis on the impact to affected producers and rural communities, the DEIS is grossly inadequate.

A memo published by the High-Speed Rail Authority in California shows that a train going 106 MPH would create 71 decibels 150 feet from the track and a train going 220 MPH would create 83 decibels 150 feet from the track. According to the DEIS, the FRA's analysis of noise impact often occurred at distances in excess of 200 feet from the nearest rail.[175] The FRA's measurement of noise levels does not provide any information on how animals and their caretakers close to the track will be impacted by Project's noise.

According to the National Institute of Health's National Institute on Deafness and Other Communication Disorders, noise-induced hearing loss can occur in humans from long or repeated exposure to sounds at or above 85 decibels. Ranchers working near the tracks may regularly be exposed to such noise levels. The DEIS does not provide any information for the impact on ranchers in such proximity to the rail line.

Cattle are greatly affected by what they hear. In fact, they are able to hear a much wider range of sound frequencies than humans, 16 to 40,000 Hz in cattle, compared to 12,000 to 15,000 Hz in humans. The DEIS does not provide adequate analysis of the noise frequency and level to which livestock will be regularly exposed. Table 3.4-4 appears to arbitrarily set a noise exposure limit for livestock and wildlife despite the report's own assertion that "for animals, the effects are not easily determined."

[175] DEIS at Table 3.4-12.

For cattle, intermittent sounds can be particularly stressful, especially if they are sudden and at a loud volume. A train passing every 30 minutes could have a significant impact on cattle by way of added stress and changed routine. It may also inhibit, due to noise stress, the grazing of otherwise viable pasture land. This is likely to reduce productivity in weight gain and will thus have a detrimental effect on the overall economic productivity of ranchers in the area impacted by high-speed rail noise. In fact, in a court decision that reached the Minnesota Supreme Court, *Poppler vs. Wright Hennepin Cooperative Electric Association*, such an impact on lost productivity due to nuisance and change of routine in livestock resulted in an award of significant damages. The FRA must adequately assess the impact of noise and vibration to health and productivity specific to livestock operations in the Study Area.

There will also be significant issues regarding how landowners access, use, and maintain their land after the Project is built. This is especially important for agricultural uses, as these landowners depend on their land for their livelihoods and that of their families. The DEIS appears to simply accept TCRR's scheme for allowing landowners to access portions of their property separated by the rail line without further analysis. TCRR has no requirement nor oversight to ensure that it will work with impacted landowners to provide whatever access to bifurcated property necessary. TCRR has merely stated that all landowners will have a pass-through, but this promise is nowhere in writing.

TCRR has proposed the implementation of "animal crossings" within the raised-berm portion of the Project. Their engineering drawings, presented in Appendix G of the DEIS, demonstrate that these "crossing plans" are little more than box culverts. In addition,

the proposed dimensions of these culverts are not sufficient to allow for continued agricultural operations on the separated portion of property.

The animal crossing plans proposed by TCRR include several types and sizes of culverts for different types of animals, separating large and small species. For small animals, the plans call for a six-and-half-foot square culvert with a ledge on which animals may cross. If a landowner does not have large animals, such as cattle, on the property at the time of construction, this effectively curtails the landowner's ability to ever raise such large animals on the separated portion of the property, as the dimensions are not sufficient to allow for their easy passage. The size also does not allow for even a pickup truck, a vehicle that is essential to caring for all manner of livestock, to pass.

The Ford F-250 is a prime example of a common vehicle used on cattle ranches. From the factory, it measures 80 inches wide by 82 inches tall. This is two inches wider and four inches taller than the proposed culvert. The culvert design for large animals is larger at 23 feet wide by 11.5 feet tall. However, it too faces similar limitations. Ranchers frequently supplement cattle grazing with hay, and pastures are also regularly used to grow hay that is baled and stored for use during drought or winter. Both of these activities require the use of farm tractors. Large tractors often used in these jobs come dangerously close to the culvert height. A 2016 John Deere 8400 is almost 11 feet tall, while others easily eclipse its height, especially with implements attached. Even a simple hay cutter, a supplemented instrument that is necessary for bailing hay, poses a significant concern in relation to the proposed crossing dimensions: the cutter far exceeds cab height when folded for transport. This size of culvert could also prevent the landowner or future landowners from

repurposing their land from a livestock operation to a row-crop operation, which often requires even larger equipment.

Finally, the DEIS does not adequately account for regular flooding and waterlogged soil within the proposed crossings. These considerations are essential as a rain event may strand livestock on one side of the tracks without sufficient access to food, care or clean drinking water. Further, deep mud within a crossing may imperil the lives of cattle and other animals should they become stuck.

Regardless of the type of animal crossing employed, the DEIS is unclear as to how and when these types of crossings will be implemented and by what standards their use will be overseen to prevent irreparable damage to current and future land uses. The FRA should conduct a more thorough review of these animal crossing plans and provide specific recommendations to mitigate the impact on animal and human access to land separated by the rail line on a tract specific basis.

I. The DEIS fails to adequately analyze threats to endangered and protected species and migratory birds.

NEPA regulations direct agencies to prepare "to the fullest extent possible" a DEIS "concurrently with and integrated with environmental impact analyses and related survey and studies required by the Fish and Wildlife Coordination Act, National Historic Preservation Act, and Endangered Species Act . . ."[176]

The DEIS is procedurally flawed. According to the DEIS, the FRA is currently undertaking an informal consultation with the United States Fish and Wildlife Service

[176] 40 C.F.R. § 1502.25(a) (citations omitted).

(FWS) to identify any other federally-listed species through future and presence/absence surveys.[177] If the FRA discovers any other listed species, it will submit a Biological Assessment (BA) for approval. If the FWS approves the BA, it will issue a Biological Opinion and Incidental Take Statement. This procedure falls short of NEPA's requirement to conduct an analysis "concurrently with and integrated with" surveys and studies required by the Endangered Species Act. If the survey is incomplete, the FRA should complete the survey and then include it in the DEIS.

The habitat fragmentation analysis is also inadequate. As the DEIS notes, the all-build alternatives "would result in the direct loss of wildlife habitat, increase habitat fragmentation and contribute to impediments of the movement of wildlife across the landscape."[178] The DEIS contains data for habitat fragmentation by segment and alternative and then breaks them down by grassland and shrub/woodland.[179] The DEIS does not, however, specifically address habitat fragmentation for the endangered Houston Toad in Leon County. "Habitat loss and fragmentation continues to occur throughout the species' range," FWS wrote in its November 2011 review of the Houston Toad.[180] The FWS further notes that "[t]his habitat loss has been recorded as preceding population declines in at least

[177] DEIS at 3.6-66.

[178] *Id*. at 3.6-60.

[179] *Id*. at 3.6-61-62.

[180] U.S. FISH & WILDLIFE SERV., *Houston Toad 5-Year Review: Summary and Evaluation* (2011), https://www.fws.gov/southwest/es/Documents/R2ES/HoustonToad_5-yr_Review_Nov2011.pdf.

two counties."[181] Yet, the DEIS fails to describe what effects this habitat fragmentation will have on this and the many other species in the path of the Project.

The Texas Parks and Wildlife Department (TPWD) has also recognized that habitat fragmentation negatively affects the Houston Toad.[182] The TPWD reported that "[o]ther linear features such as pipelines and transmission lines can create barriers between foraging, hibernating, and breeding sites, especially if native vegetation has been removed."[183] The DEIS makes no specific findings as to fragmentation and the Houston Toad. Instead, the DEIS directs the construction contractor to have mowing height restrictions within Houston Toad habitat and remove vegetation from potential toad breeding sites.[184] However, these are measures to be taken during the construction of the railway. There is no discussion as to how the railway, a permanent structure, would impact the endangered Houston Toad and cause habitat fragmentation.

The DEIS also notes that the Project could potentially impact migratory birds by disrupting their roosting and nesting habitat, but the DEIS does not adequately discuss this issue. The DEIS identified "one type of animal assemblage, identified as a 'rookery,' that is located within the EIS Study Area," but fails to go on to describe the impact of the railroad project on this rookery. "Rookeries, or breeding grounds of colony-forming species, are important in an ecosystem as they are home to migratory and resident wading

---

[181] *Id.*

[182] TEX. PARKS & WILDLIFE DEP'T, *Houston Toad*, https://tpwd.texas.gov/huntwild/wild/species/htoad/ (last visited March 7, 2018).

[183] *Id.*

[184] DEIS at 3.6-70-71.

birds and shorebirds." The DEIS concluded that "[r]emoval of, or disturbance to the habitat during the bird nesting season (February 1 to September 15) could result in effects on nesting species that are protected by the MBTA." Further, "[s]uch effects would have a noticeable effect on wildlife, including sensitive species, but could be reduced by the use of best management practices."[185] However, the DEIS does not provide any detail as to what those best management practices might be. Nor does the DEIS describe the adverse impacts on the presently quiet and undisturbed countryside home to these migratory birds.

In addition, the DEIS fails to identify or discuss the effects of the Project on an important endangered species, the golden-cheeked warbler, whose habitat includes Dallas County.[186] Listed under both the federal and Texas endangered species acts, this bird migrates throughout Central and Southern Texas, to Central America, and back. And the species is particularly jeopardized by fragmentation of its habitat.[187]

Additionally, the Texas Park and Wildlife website lists six bird species under the section on Migratory Routes of Selected Species.[188] Those species are: Eastern Kingbird, Scarlet Tanager, Canada Warbler, Ruby-Throated Hummingbird, Bobolink, and Purple Martin.[189] The maps listed on that website show all six species as having a migration pattern

---

[185] DEIS at 3.7-28.

[186] *Golden-Cheeked Warbler*, U.S. FISH AND WILDLIFE SERVICE, https://ecos.fws.gov/ecp0/profile/speciesProfile.action?spcode=B07W (last visited Mar. 9, 2018).

[187] 55 Fed. Reg. 52, 18844 (May 4, 1990) (to be codified at 50 CFR Part 17).

[188] *Migratory Routes of Selected Species*, TEXAS PARKS & WILDLIFE, https://tpwd.texas.gov/huntwild/wild/birding/migration/routes/ (last visited Mar. 9, 2018).

[189] *Id*.

that goes through the eastern half of Texas.[190] All six species will therefore likely be impacted by the Project.[191] Yet, the DEIS fails to discuss the impact on these species.

Finally, the Ruby Throated Hummingbird can specifically be found in the eastern edge of the Post Oak Savannah and Blackland Prairie and in the fringes of South Texas,[192] including Brazos County.[193] Therefore, the Project will likely interrupt the Ruby Throated Hummingbird's migration pattern from Southern Mexico to Southern Canada. In addition, the Purple Martin's breeding grounds include all of Texas except for the Trans Pecos regions and the western Panhandle.[194] The Project would certainly disrupt some of the Purple Martins' migration route. Without adequately examining the impacts of the Project on these and other migratory birds, the DEIS does not meet the requirements under NEPA.

J. The DEIS fails to identify and address the Project's impact on soils and geology.

In the DEIS, the FRA suggests that any impacts of the Project on soil erosion can be mitigated. However, the FRA did not survey a vast amount of affected property. Consequently, the DEIS does not include coal mines in its soils and geology analysis. The delicate nature of coal mines necessitates a more thorough assessment.

---

[190] *Id.*

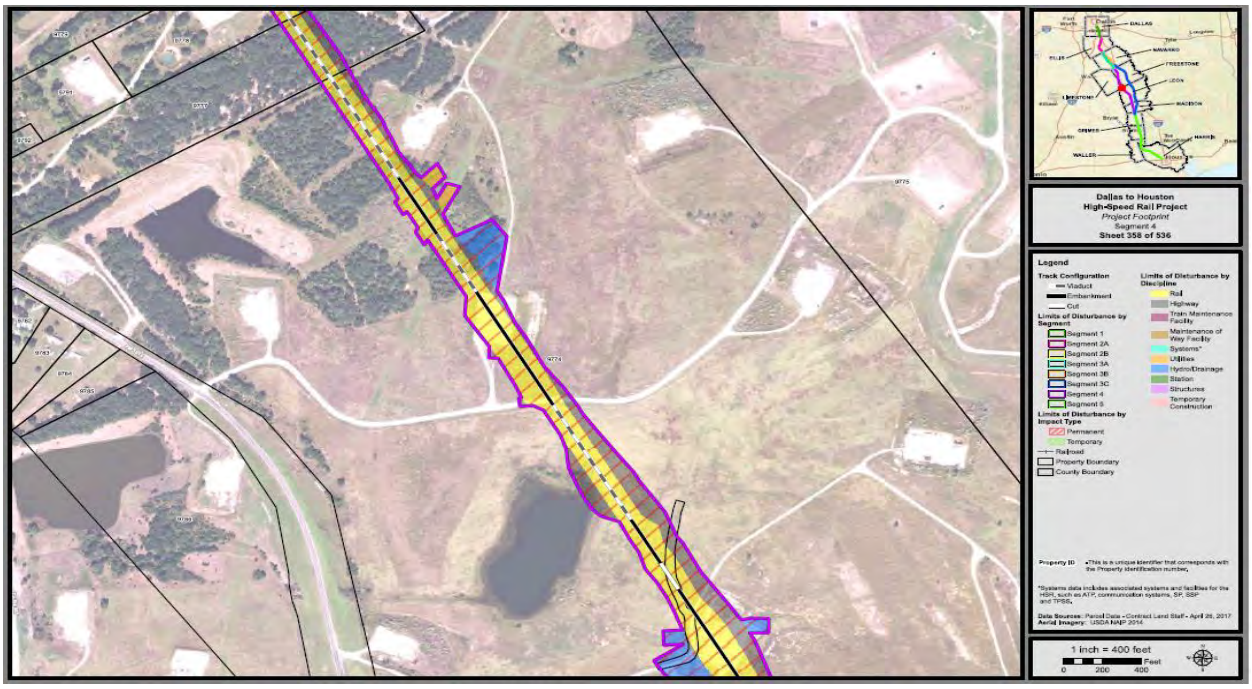
[191] The DEIS does not address the likelihood of collisions with migratory birds.

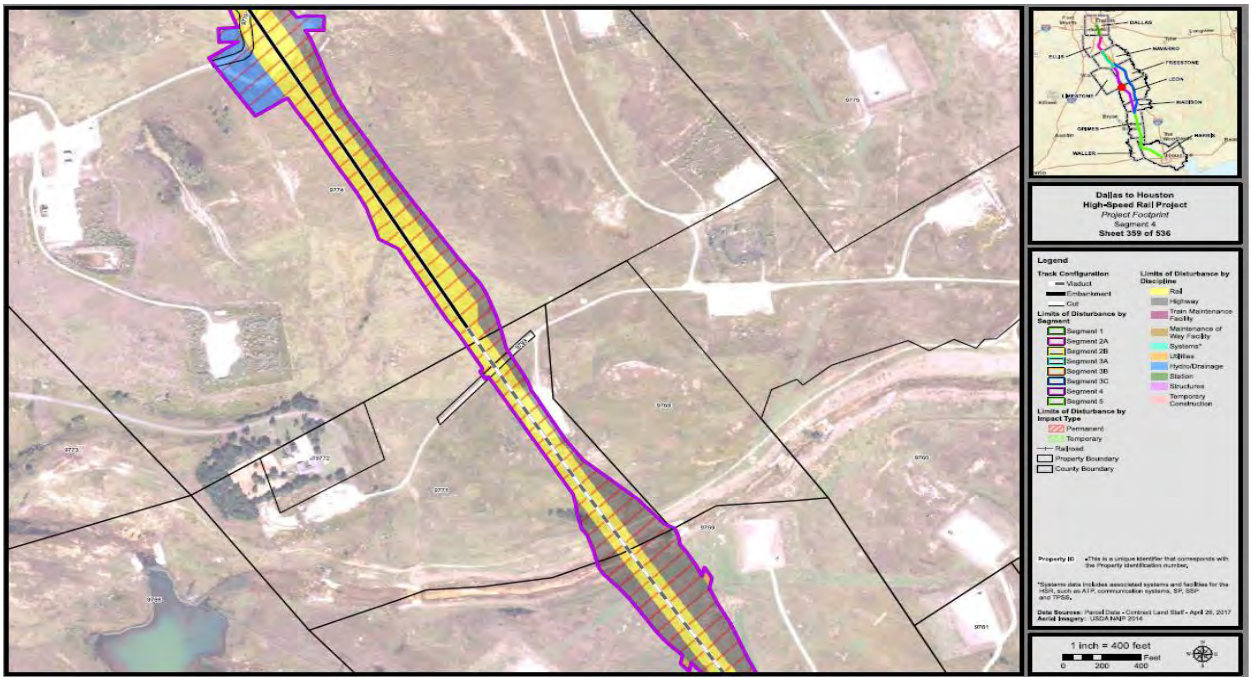
[192] Robert C. Tweit, *Ruby-Throated Hummingbird*, TEXAS A&M AGRILIFE EXTENSION, 2008, https://txtbba.tamu.edu/species-accounts/ruby-throated-hummingbird/.

[193] *Post Oak Savannah and Blackland Prairie Wildlife Management*, TEXAS PARKS & WILDLIFE, https://tpwd.texas.gov/landwater/land/habitats/post_oak/.

[194] James D. Ray, *Purple Martin*, Texas A&M AgriLife Extension, 2002, https://txtbba.tamu.edu/species-accounts/purple-martin/.

As previously stated, the FRA has not surveyed over 46% of lineal mileage along the proposed right-of-way in Leon County. A portion of this unsurveyed property contains an old coal mine, shown at DEIS Appx. D, Project Foot Print Set 4 of 5, Sheets 359-60.





Approximately 1.2 lineal miles of the Project's proposed right-of-way passes through this coal mine. The mining company dug at least 300 feet into the ground to mine coal. Around 18 years ago, the property was filled in with dirt in an effort to stabilize the soil. However, the soil remains unstable. As an example, when ranchers attempted to run cattle on the property, the cattle sank into the soil, broke legs, and died. Needless to say, the property cannot support the infrastructure needed for the Project, whether that be a land berm or elevated structure. Despite these facts, the DEIS contains no explanation as to how TCRR expects to build its Project on this unstable soil.

K. The DEIS fails to adequately address the Project's impact on greenhouse gas emissions.

In its mere fifteen page discussion of the Project's impact on greenhouse gas (GHG) emissions, the FRA summarily concludes that "the Build Alternatives would have a small, but long-term positive effect on GHG emissions."[195] In reaching this conclusion, the FRA failed to properly assess the Project's impact on GHG emissions.

1. The FRA's estimate of the Project's net impact on GHG emissions is grossly inaccurate.

The FRA estimates the maximum total annual construction period GHG emissions for the years 2018-2021 by combining the annual GHG emissions (in million metric tons) for Off-Road Construction Equipment, On-Road Construction Vehicles, and Locomotive Hauling.[196] Yet, TCRR's "Summary Schedule" indicates that civil construction activities

[195] DEIS at 3.21-10.

[196] *Id*. at 3.21-9.

are not scheduled to begin until mid-2019.[197] As such, the FRA's calculation of the annual GHG construction period emissions is in accurate. Rather than attempting to estimate annual construction period GHG emissions (a methodology hindered by obvious pitfalls), the FRA must estimate GHG emissions for the total construction period.

With respect to estimating "net GHG operational impacts," the FRA added operation emissions to vehicle emissions reduction.[198] The FRA calculated vehicle emissions reductions using an EPA model and TCRR's ridership estimates and assumptions. In short, the FRA first used TCRR's ridership numbers to estimate how many travelers will switch from car to high-speed train. Next, the FRA plugged those estimates into the EPA model to calculate annual vehicle emissions reduction. As for operation emissions, the FRA relied on power consumption information provided by TCRR.

As demonstrated above, the FRA's assessment is flawed on the front and back end. First, its construction period GHG emissions estimate is inaccurate. Second, its "net GHG operational impacts" figure is inaccurate because it is predicated on TCRR's exaggerated ridership projections. Therefore, the FRA's conclusion that the "long-term impact on the Build Alternatives would be beneficial" is the result of two inaccurate data points. In order to properly assess the Project's impact on GHG emissions, the FRA must base its analysis on ***total*** construction period GHG emissions and ***realistic*** ridership projections.

[197] *Id*. at Appx. F: Dallas to Houston High-Speed Rail Final Draft Conceptual Engineering Report – FDCEv7 - Set 2 of 2.

[198] *Id*. at 3.21-3.

2. The FRA has drastically underestimated the Projectôs impact on GHG emissions impacts.

Based on information provided by TCRR, the FRA states that of the Project's estimated 5 million passengers, 3.7 million passengers (74%) will be diverted from vehicle travel to high-speed rail.[199] This is pure fantasy. The Reason Foundation concluded that by 2035 TCRR could reasonably expect to divert 536,000 Dallas to Houston vehicle travelers (a mere 5% of the 10.7 million total travelers).[200]

In addition, the FRA concluded that the Build Alternatives operation emissions would result in a long-term net reduction of GHG emissions that would offset the construction emissions ***within less than 2 years at full operation***.[201] Here again, this is pure fantasy. Researchers at the University of California at Berkeley concluded that it would take ***71 years*** for high speed rail to save enough greenhouse gas emissions to negate the emissions from construction of the California high-speed rail.[202]

3. The FRAôs VMT calculation is grossly inaccurate.

The emissions reduction calculations for CO, NO_x, VOC, PM_{10}, $PM_{2.5}$, SO_2 and CO_2 are inaccurate, including with respect to the DFW and HGB nonattainment areas. IT appears that the FRA has doubled the Vehicle Miles Traveled (VMT) used in the calculation of removed emissions. DEIS Appx. E, p. 36-37 shows:

---

[199] *Id*. at 3.14-30.

[200] Baruch Feigenbaum, *Texas High Speed Rail Requires Caution*, REASON FOUNDATION (Feb. 6, 2017), http://reason.org/news/show/texas-high-speed-rail-caution (click link for detailed analysis).

[201] DEIS at 3.21-11.

[202] Mikhail Chester and Arpad Horvath, *Life-cycle assessment of his speed rail: the case of California* (2010), http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/meta.

7,200,000 passengers/year X 89% car share = 6,408,000 passengers using car

6,408,000 passengers/1.2 passengers/car = 5,340,000 cars/year

Table E3.2-10: Assumed Trip Distances	
Trip	**Distance (miles)**
City center-City-Center	239
Assume round trip	478

Source: AECOM, 2016

The round trip distance and calculated cars/year were used to calculate the vehicle miles traveled (VMT) that would have been traveled in the absence of the HSR as follows:

Round trip distance X cars/year = VMT

Table E3.2-11: Calculated VMT		
	VMT	
Metro Share of VMT	**ISL**	**FSL**
Dallas VMT	730,057,145	1,194,638,721
Houston VMT	829,816,507	1,357,881,279
Total VMT avoided	1,559,873,652	2,552,520,000

Source: AECOM, 2016

Since the 7.2 million passengers assumes 7.2 million one-way trips, using ***roundtrip*** distance to calculate VMT appears to be incorrect. The correct calculation would be one-way distance X cars/year = VMT: 239 X 5,340,000 = 1,276,260,000 VMT removed. The VMT removed is also used to calculate the gallons of gasoline saved, resulting in a doubling of this figure in the DEIS: 81.5 million gallons instead of 40.8 million gallons.

L. The DEIS fails to adequately address the Project's impact on public safety and security.

1. The DEIS does not contain any plans for public safety and security.

At multiple county meetings, public hearings, and to the press, TCRR has told the public its Project will not have any invasive security procedures like Transportation Safety

Administration ("TSA") airport security, which cause long lines for passengers. However, TCRR has not disclosed what level of security, if not TSA-level, it will employ.

In the DEIS, the FRA states that "TCRR will prepare a System Security Plan (SSP) that will document processes for mitigating and/or eliminating the security threats, vulnerabilities, and risks identified through TCRR's Preliminary Hazards Analysis and Final Hazards Analysis."[203] In making this statement, the FRA admits that no such plan has been prepared. In addition, the FRA's analysis is restricted to the state and national level. It did not consider any worldwide data. Had it done so, it would have encountered critical information regarding safety and security.

From January 2004 through July 2008, there were 530 terrorist attacks worldwide against passenger rail targets, resulting in more than 2,000 deaths and 9,000 injuries.[204] The TSA considers passenger railroads to be high consequence targets in terms of potential loss of life and economic disruption as they carry large numbers of people in a confined environment, offer the opportunity for specific populations to be targeted at particular destinations, and often have iconic structures such as TCRR's Project.[205] Between 1970 and 2012 there were 33 high-speed rail attacks worldwide, killing 32 people.[206]

---

[203] DEIS at 3.16-38.

[204] U.S. Government Accountability Office, *Technology Assessment: Explosives Detection Technology to Protect Passenger Rail* (July 2010), http://www.gao.gov/assets/310/307828.pdf.

[205] Polunsky, Steven, *Will Texas Trains Have Japanese Cops?*, Medium (July 26, 2015), https://medium.com/homeland-security/will-texas-japanese-trains-have-japanese-cops-c265cdaff82#.gghs81ifk.

[206] Jenkins, Brian M., Kouzub, Chris, et al, *Formulating a Strategy for Securing High-Speed Rail in the United States* (March 2013), http://transweb.sjsu.edu/PDFs/research/1026-securing-US-high-speed-rail-brief.pdf.

More recently, in 2015, an Islamic terrorist attacked a high-speed train while in transit between Belgium and France.[207] The terrorist had knives, pistols, high-powered assault rifles, and a bottle of gasoline. The attack was intended to be a mass arson and murder. In response to this attack, Belgium is instituting increased baggage checks, and the European Union is considering introducing metal detectors and body scans at all train stations. Additionally, in July 2015 there was a suicide attack on the high-speed rail in Japan.[208] The terrorist immolated himself, and smoke filled the train coach. The windows on a high-speed train cannot be opened, and the doors can only open once the train fully stops, which takes several minutes. Any fire creates an imminent risk of death by smoke inhalation for the passengers in that coach. Indeed, a female passenger was choked to death by smoke from the fire. TCRR misleadingly claims that there has never been a fatality on Japan's high-speed rail, when in this attack alone, there were two. Experts in train transportation safety in Japan have admitted that there are blind spots in the security system on its high-speed and have proposed changes in risk management and security checks.[209]

Given the current state of terrorism, the FRA must require TCRR to present a comprehensive safety and security plan ***before*** proceeding further.

---

[207] Chrisafis, Angelique, *France train attack: Americans overpower gunman on Paris express*, The Guardian (Aug. 22, 2015), http://www.theguardian.com/world/2015/aug/21/amsterdam-paris-train-gunman-france.

[208] Associated Press, *Fatal fire on Japan's bullet train, airtight as a plane, reveals lax security, other lapses*, (July 4, 2015), http://www.foxnews.com/world/2015/07/04/fatal-fire-on-japan-bullet-train-airtight-as-plane-reveals-lax-security-other.html#.

[209] Yamaguchi, Mari, *Bullet trains get rude wake-up call*, The Japan Times (July 4, 2015), http://www.japantimes.co.jp/news/2015/07/04/national/bullet-trains-get-rude-wake-up-call/#.V0ylHVdZHts.

2. The FRA did not consult with local law enforcement regarding impacts on emergency response issues.

On March 1, 2018, a coalition of eight Texas sheriffs whose counties are along the affected corridor held a press conference to announce that they were never contacted in regards to any emergency plans involving the Project.[210] The sheriffs are concerned that road detours caused by construction could affect emergency response times. For example, Grimes County Sheriff Don Sowell said, "I take particular exception to the Federal Railroad Administration saying response times increased due to detours during construction to be within acceptable limits. I don't find that acceptable because I haven't had any conversations with anybody."

3. The FRA does not even mention Hurricane Harvey in its safety and security assessment.

Hurricane Harvey, a Category 4 hurricane, hit Texas on August 25, 2017. It had a diameter of 280 miles with winds of 130 mph during its first landfall. Harvey dumped a record-breaking 51 inches of rain in parts of Texas. Texas Governor Greg Abbott activated the entire Texas National Guard, bringing the total number of deployed Guardsmen to roughly 12,000. Harvey caused $125 billion in damage according to the National Hurricane Center, more than any other natural disaster in U.S history except Hurricane Katrina. It affected 13 million people from Texas through Louisiana, Mississippi, Tennessee, and Kentucky. At least 88 people died from the storm.

[210] ABC 13, *8 sheriffs say they weren't consulted on Texas High Speed Rail emergency plan* (Mar. 1, 2018), http://abc13.com/traffic/high-speed-rail-emergency-plan-never-vetted-by-sheriffs/3161771/.

Without justification, the FRA does not even mention it in the DEIS. In Table 3.16-3, Safety and Security Hazards Inventory, the FRA lists tropical storms and hurricanes for the years 2000-2015. As a result of excluding Harvey from its inventory, the FRA determined the average property damage in Harris County from hurricanes to be $45 million per event, and $1.7 billion for tropical storms. These averages are extremely misleading given the monumental damage caused by Harvey.

M. The DEIS fails to adequately address the Project's impact on parks and recreation.

The DEIS fails to adequately address the impacts to the El Camino Real de Los Tejas National Historic Trail. Although recognizing it as a trail system, the FRA failed to evaluate the temporary and permanent impacts to the trail. Instead, the FRA merely concluded that a lack of integrity to the trail precipitates a finding of "no impact."

The DEIS fails to address the permanent impacts to seasonal hunting within the Lake Bardwell property. Section 3.17.5.2.3 of the DEIS discusses the temporary impacts and concludes "construction activities could serve as a deterrent to wildlife." Noticeably absent is any discussion related to the permanent impacts the Project will have on wildlife availability and preservation for hunting. The affected region along the corridor consists of prime hunting land. Deer and other wildlife are not going to come anywhere near the train, assuming hunting is allowed at all. The DEIS does not adequately address this issue.

N. The DEIS fails to adequately address the Project's impact on minority and low-income neighborhoods and populations.

NEPA requires that the DEIS describe all significant impacts on the human environment, including the environmental justice impacts affecting minority communities.

Executive Order 12898 requires the FRA to identify and address the disproportionate adverse effects that its programs may have on minority and low-income populations.[211] While the FRA identified minority and low-income communities that would likely be adversely affected by the Project and pursued outreach activities to cater to these communities, this was not enough to protect the unique aspects of those communities. The Project will therefore disproportionately impact the well-being of minority and low-income populations by intersecting these communities with the high-speed rail and by failing to adequately reach out to and engage with these communities in advance. The DEIS also fails to adequately assess the impacts on community growth, cohesion, and character.

Given that the FRA hosted a listening session in only four communities identified as being adversely affected,[212] it is not surprising that the DEIS fails to adequately discuss impacts on minority communities. These sessions were held in 2016.[213] The FRA failed to acknowledge that community members may not have received notice of these meetings, or that they simply did not attend due to disinterest in the program or community engagement, lack of time due to employment or child care obligations, or other reasons. In low-income populations, there is a higher propensity that individuals must work multiple jobs to make ends meet, and those individuals would not have been able to attend the listening sessions. In addition, one listening session was attended by a majority of people who are not even

[211] Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 Fed. Reg. 7629 (Feb. 11, 1994).

[212] DEIS at 3.18.3.3. Notably, FRA did not conduct listening sessions with every EJ block it identified as being adversely impacted.

[213] *Id.*

members of that particular community, and the majority of attendees at another session were not familiar with the program.[214] The DEIS simply does not demonstrate adequate concern for the particular attributes of minority and low-income communities.

The DEIS correctly states that many of these minority and low-income communities are also linguistically diverse, with more proficiency in Spanish than English.[215] This language barrier presents problems with community outreach, listening sessions, and gathering feedback. Although listening sessions offered translation services,[216] important information is often lost in translation. And, when materials were offered in Spanish only,[217] this required a Spanish-speaking citizen to first be familiar with the issues in English before they could know to request information in Spanish. These citizens, unless they have English-speaking acquaintances who will inform them about the Project's impacts, are completely in the dark about how the Project will impact their lives.

Moreover, while listening sessions may be an effective means of engaging with an average community, this may not be the best approach with minority and low-income populations, who may be working multiple jobs and have limited resources. Information was sent to food banks and mailed out,[218] but if an individual is only receiving information from TCRR itself, this individual is only hearing one viewpoint and loses the exposure to multiple viewpoints that may be expressed at a listening session. Mailing information is

[214] *Id.*

[215] *Id.* at 3.18.4.

[216] *Id*. at 3.18.3.3.

[217] *Id.*

[218] *Id.*

better than nothing, but it does not allow the community members to engage in a dialogue and have their voices heard. The FRA could air televised debates so that individuals who cannot attend sessions may listen to the countering viewpoints on the Project. The FRA could also host online listening sessions so that community members may participate more conveniently, yet still have their voices heard.

Furthermore, the DEIS fails to adequately address the project's impact upon community character and cohesion. In the DEIS, "community character is defined by a community's geographic location, typology, diversity, and spatial location of physical structures (including transportation and/or utility infrastructure and residential structures), general population density, general aesthetic and visual appearance (including green and or open/recreational space), and general assessment of land uses."[219] Cohesion is reflected in the neighborhood's ability to function and be recognized as a singular unit.[220] Community cohesion is a function of density and can be a concern, particularly in urban and suburban areas where a transportation infrastructure can create a localized barrier between a residential community and social or commercial resources.[221] Although the DEIS mentions impacts to community character and cohesion, the discussion is limited to two pages and does not address many of the adversely impacted neighborhoods and communities as described below.

[219] DEIS 3.14-22.

[220] *Id.*

[221] *Id.*

In Dallas County, the neighborhoods are a mix of urban and suburban developments and semirural/farming communities. Urban neighborhoods are primarily located in the City of Dallas along the Build Alternatives from downtown Dallas to approximately Ledbetter Drive. Near downtown, the neighborhood is composed of multi-family apartments, some commercial services, industrial buildings, vacant lots and large parking lots. South of downtown Dallas, the Study Area is characterized by urban single-family residential areas buffered by industrial uses adjacent to the Trinity River. Established urban single-family communities are also located south and east of the Trinity River. Following the IH-45 corridor southeast, industrial uses and floodplains serve as a buffer to many residential neighborhoods. Suburban communities exist from Ledbetter Drive to IH-20 within the City of Dallas. The Study Area within the cities of Hutchins, Lancaster, and Wilmer are primarily comprised of semi-rural, agricultural communities.[222]

The DEIS fails to address the environmental impact on lower economic communities, such as southeast Dallas. The FRA admits that minority communities will be affected by the implementation and operation of the Project.[223] However, the DEIS fails to adequately assess the widespread impact on these communities' growth, displacement, and obvious disparate treatment. Apparently, these communities have been left to accept the destruction of their neighborhoods in exchange for a promise of jobs and revenue that the

[222] DEIS at 3.14.4

[223] *Id*. at 3.18-3.

Project will allegedly create. These alleged benefits do not outweigh the negative impacts of the Project on the impacted communities.

Building the Project directly through the middle of the community will cut the community in half, resulting in two different communities. A similar situation occurred with the construction of Interstate 345 in Dallas, which ultimately destroyed a south Dallas community and devastated its residences.[224] The highway project destroyed the community's cohesion and erased its common cultural and historical heritage. To this day on either side of the interstate there are two different facial compositions and two different growth rates. The promise of jobs and development did not sustain either of these newly formed communities.

Much like the I-345 highway, this Project will destroy community growth and cultural and historical heritage, and require redistricting of local government. The DEIS does not consider these impacts. In order to adequately address the environmental impacts of the Project, the DEIS must assess the impacts on the minority and low-income communities in southeast Dallas.

Moreover, the Project will displace thousands of residents who do not have anywhere to migrate. The FRA failed to consider this impact. The DEIS merely states that since public housing will not be impacted, the residents would not need assistance.[225] In fact, the overwhelming majority of affected residents are underrepresented minorities that

[224]*See* Caitlin Clark et al., *Why We Must Tear Down I-345 D Magazine*, https://www.dmagazine.com/publications/d-magazine/2014/may/why-we-must-tear-down-interstate-345/ (last visited Mar. 6, 2018)

[225]DEIS at 3.18-15.

do not have the funds to relocate or make a living in another part of the city. The vague, unsupported promise of "jobs" is not a solution to this impact.

Furthermore, all six Build Alternatives break up communities of underrepresented minorities in Dallas. The FRA has ignored this clearly disparate treatment of low-income and minority communities.

O. The DEIS fails to adequately address the Project's impact on community growth and employment.

The FRA failed to assess the Project's impact on several communities, towns, cities, and neighborhoods along the affected corridor, including the following:

- Dallas: southeast Dallas (previously discussed);
- Navarro: Corsicana, Richland, and Barry;
- Freestone: Fairfield and Teague;[226]
- Limestone: Communities around Lake Limestone;[227]
- Leon: Jewett;[228] and
- Waller: City of Waller.[229]

If the Project is constructed through these communities, accessibility to these communities will be restricted. Specifically, the placement of the Project will result in

[226] Exhibit O, Affidavit of Freestone County Judge Linda Grant.

[227] Exhibit P, Affidavit of Limestone County Judge Daniel Burkeen.

[228] Exhibit Q, Affidavit of Leon County Judge Byron Ryder.

[229] Exhibits R, Affidavit of Waller County Judge Trey Duhon.

irreparable harm to the character and cohesion of these communities. This disruption will directly impact community growth and employment.

Moreover, these communities will also incur severe adverse economic impacts. In particular, the Project will result in a decrease of sales tax revenue and forced reallocation of community budgets for relocation and rerouting of county roads.

First, nearly all the rural counties rely heavily on sales tax as a main form of revenue.[230] Many stores, businesses, hotels, and motels in these counties generate vast amounts sales tax revenue, which the counties rely on for community growth and development. The Project would result in a decrease of revenue for the community businesses (gas stations, general stores, hotels, motels). Without this revenue, community growth and employment will be decimated.

Second, construction of the Project would require relocation of county roads, an expensive task that cannot be funded by the counties.[231] TCRR will not commit to covering the costs required to remedy the disruptions to the county road system caused by the Project.[232] Nor has TCRR committed to fund future expenses in the event a county road needs to cross the Project. Such a crossing could easily exceed $1 million per crossing, an expense the counties cannot afford.[233]

[230] *See, e.g.,* Exhibits O, P, Q, R.

[231] *Id.*

[232] *Id.*

[233] *Id.*

Furthermore, each of the rural counties has passed or intends to pass a resolution prohibiting TCRR from crossing any county road without a permit.[234] TCRR has yet to coordinate with the counties regarding such crossings.[235] TCRR has never applied for a permit in compliance with any such resolution.[236] Unless and until TCRR commits to financially responsible for all negative financial impacts to the counties, no permits will be granted.

P. The DEIS fails to adequately address the Project's impact on children's health and safety.

The DEIS fails to adequately describe the impacts the noise and vibration of the proposed high-speed railroad operation will have on the health of children in schools, daycare and homes near the proposed rail corridor—particularly those who have learning disabilities. In addition to NEPA's requirement that the EIS adequately describe these impacts on the human environment, Executive Order 13045 also requires federal agencies to "make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children" and to "ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks."[237]

[234] *Id.*

[235] *Id.*

[236] *Id.*

[237] Protection of Children From Environmental Health Risks and Safety Risks, 62 Fed. Reg. 19885 (Apr. 21, 1997).

The DEIS acknowledges that fumes and hazardous materials may impact children's health and safety because of schools in the area where the rail would be constructed,[238] but the DEIS fails to consider the impact that the noise and vibrations of high-speed rail operations will have on those children. Children are "more susceptible than adults to a range of environmental factors," such as noise.[239] Children are especially impacted by factors like noise because they do not have control over their environments, like where they go to school, or what train may be adjacent to their school.[240]

Noise has proven to affect children's cognitive performance,[241] negatively impacting their education. One study showed that children taught in a classroom where railway noise could be heard demonstrated a lower reading level than the control group.[242] Exposure to such noise can also impact speech perception, especially in children. Children in schools near noisy transportation have also shown elevated blood pressure and cortisol levels, indicating environmental-induced stress.[243]

---

[238] DEIS at 3.14.5.2.4.

[239] National Institute of Public Health of Denmark, *Health effects of noise on children and perception of the risk of noise*, Statens Intitut for Folkesundhed, 9 (Marie Louise Bistrup, ed., 2001), http://www.si-folkesundhed.dk/upload/health-effects-noise-children.pdf.

[240] *Id.* at 10; *see also* Steven A. Stansfeld & Mark P. Matheson, *Noise pollution: non-auditory effects on health*, British Medical Bulletin (Dec. 1, 2003), https://academic.oup.com/bmb/article/68/1/243/421340.

[241] Stansfeld & Matheson, *supra* note 4.

[242] *Id.;* Ron Chepesiuk, *Decibel Hell: The Effects of Living in a Noisy World*, U.S. National Library of Medicine National Institutes of Health (Jan. 2005), https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1253729/.

[243] Gary M. Evans & Elena Bilotta, *Environmental Stress*, https://courses.cit.cornell.edu/dea150/files/2016%20files/Evans%20and%20Bilotta%20Environmental%20Stress.pdf (last visited Mar. 7, 2018).

Q. The DEIS fails to adequately address the impacts that electromagnetic fields will have on heart patients or facilities sensitive to EMFs.

The powerful electric currents used to power the Project can interfere with the operation of sensitive medical equipment, including heart pacemakers. Yet the DEIS gives only passing reference to EMF impacts on those whose lives depend on proper operation of their pacemakers, while providing even less analysis of the medical and other public facilities that lie within impact range of the proposed route. The DEIS identifies five facilities that it calls "EMF sensitive receptors," but it does not describe how those facilities will be impacted by the project. Those facilities include: Fruitdale Park, Trinity River Greenbelt Park, Northern Cypress Medical Center, Panda Path School, and Weiser Airport.[244] The DEIS must include a specific analysis of how those medical and other public facilities—"sensitive receptors"—will be impacted by the Project.

In addition, the DEIS does not fully analyze how long a patient with an older model pacemaker can be exposed to electromagnetic fields before the EMFs cause a possibly fatal malfunction of their pacemaker. The DEIS states that the EMFs generated "may be of sufficient magnitude to impact operation of a few older-model pacemakers; in such cases, the older-model pacemakers may revert to an asynchronous pacing while in the presence of the HSR system."[245] But the DEIS does not describe how many pacemaker-carriers will be adversely impacted by this project or how many will die or suffer serious medical consequences. While the DEIS argues that "[c]ardiovascular specialists do not consider

[244] DEIS at 3.15-10.

[245] *Id*. at 3.15-12.

prolonged asynchronous pacing to be a problem,"[246] it fails to cite any study or source for this assertion. Given the life-or-death consequences of a pacemaker malfunction, the mere say-so of the FRA that such malfunctions are no problem is insufficient to provide the decisionmaker a hard look at the health consequences of EMFs generated by this Project.

Additionally, the DEIS includes references in multiple sections to traction facilities,[247] but it does not address the potential harm that traction power facilities may pose to heart patients. In contrast, the EIS for the California High-Speed rail project concluded that "EMF levels above the recommended limits for employees with implanted medical devices could exist inside traction power facilities and emergency power generators."[248] The California EIS determined that workers with implanted medical devices would not be allowed near traction power facilities.[249] Given that the suggested remedy in California was to prohibit workers with implanted medical devices from entering those facilities, this DEIS is inadequate because it does not include analysis of how the EMFs generated by traction power facilities will impact people with heart conditions or the environment more generally.

The DEIS provides inadequate analysis of how the EMFs generated by the Project will impact heart patients and the public facilities it identifies as "sensitive receptors" of

[246] *Id*. at 3.15-12.

[247] *Id*. at 3.15-11; 3.16.-21.

[248] California High-Speed Train Project EIR/EIS Merced to Fresno Section Electromagnetic Fields and Electromagnetic Interference at 3.5-15 (http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/final_EIR_MerFres3_5Electromag.pdf).

[249] *Id*.

EMFs. As a result, the DEIS does not provide sufficient information for the FRA to make an informed final decision on whether to approve the Project.

R. The FRA failed to consider mitigation costs in the context of economic viability.

In light of the removal of economic viability from the criterion, the FRA should explore all potential environmental mitigation measures, regardless of their cost. Examples include but are not limited to the following:

- ∉ noise and vibration barriers, including insulation to residences;
- ∉ light pollution mitigation such as specialty lighting or shields;
- ∉ tunneling 100% of the Project;
- ∉ elevating 100% of the Project at 15' AFG, 20' AFG, 30' AFG;
- ∉ station locations in each county along the affected corridor;
- ∉ sight impact mitigation such as tree mitigation programs;
- ∉ construction of independent green-energy power source such as solar panels; and
- ∉ structured pass-through tunnels on each property minimum 20' wide and 20' tall, and minimum 80' wide at all public and private roads.

Finally, the impacts of a partially constructed Project, or fully constructed but bankrupt Project, must be evaluated at regular intervals during system operation.

S. The FRA must consider additional public comments.

Attached as Exhibit S is a spreadsheet containing hundreds of comments submitted by citizens and landowners impacted by the Project. These comments have been organized according to the following issue codes:

- ∉ Air quality (AQ)
- ∉ Water quality (WQ)
- ∉ Noise and Vibrations (NV)
- ∉ Hazardous materials and solid waste (HZ)
- ∉ Waters and Wetlands (W)
- ∉ Flood Plain Hazardous and Flood Plain Management (FP)
- ∉ Utilities and Energy (EN)
- ∉ Aesthetics and Scenic Resources (AE)
- ∉ Transportation and Scenic Resources (TR)
- ∉ Land Use (LA)
- ∉ Endangered and protected species (ES)
- ∉ Soils and geology (SG)
- ∉ Greenhouse Gas Emissions (GG)
- ∉ Public safety and security (PS)
- ∉ Parks and Recreation (PR)
- ∉ Cultural Resources (CR)
- ∉ Minority and Low-Income Populations (MP)
- ∉ Community Growth and Employment (CG)

TAHSR requests that the FRA review and address these additional comments and concerns before proceeding further with its final assessment of the Project.

Exhibit A

TCRR INJUNCTION LAWSUITS

	DATE FILED	COUNTY	DEFENDANT	COURT
1.	08/26/2016	Harris	JM Texas Land Fund	61st
2.	08/08/2016	Harris	House, Calvin V	333rd
3.	08/15/2016	Harris	Delta Troy	234th
4.	08/11/2016	Harris	Lackey, Patricia Gail	333rd
5.	08/11/2016	Harris	Green, Michael Kevin	113th
6.	07/29/2016	Harris	Playa Mar	152nd
7.	07/28/2016	Harris	McRae, Michael T.	281st
8.	07/28/2016	Harris	Marrack, Paul	295th
9.	07/28/2016	Harris	Thomas, Lance Kevin	125th
10.	07/28/2016	Harris	Wyman-Gordon Forgings	234th
11.	07/28/2016	Harris	Cyrus, Johnetta L	270th
12.	07/28/2016	Harris	Evans, Judith	295th
13.	07/28/2016	Harris	Jennings, Betty	165th
14.	07/28/2016	Harris	Lander, August	334th
15.	06/27/2016	Harris	TDTAN Interests LLC	80th
16.	04/28/2016	Harris	Hayes, Gregory W	334th
17.	04/06/2016	Harris	Schultz, Bruce W.	333rd

18.	07/28/2016	Harris	Warren, Frances	127th
19.	07/28/2016	Harris	Fund Cypress II LLC	151st
20.	04/06/2016	Harris	Derrington, William L	113th
21.	06/27/2016	Harris	Arsham Metals Industries, Inc.	270th
22.	06/27/2016	Harris	Mason Westgreen LP	129th
23.	07/28/2016	Harris	Eastgroup Properties LP	189th
24.	05/04/2016	Dallas	TXI Operations, LP	192nd
25.	04/25/2016	Dallas	Baker, Melba Ray	193rd
26.	05/16/2016	Dallas	Hodge, Charles B.	191st
27.	05/16/2016	Dallas	Street, William Glenn	193rd
28.	05/19/2016	Ellis	Caldwell, James Rodney Caldwell, Casey Lyns	40th
29.	05/19/2016	Ellis	Caldwell, Ronny G.	CC #1
30.	05/16/2016	Ellis	Risinger, David J	CC #1
31.	05/16/2016	Ellis	Wilburn, Gaylon G.	CC #1
32.	09/20/2016	Ellis	Spaniel, Richard Wayne	CC #1
33.	09/20/2016	Ellis	Taylor, Douglas C	CC#1
34.	07/13/2016	Travis	Newman, et al	
35.	07/13/2016	Travis	Dao, Loc T	

36.	06/08/2016	Travis	Bettinger, Francelle	
37.	07/13/2016	Travis	Carr, Charles Joseph	
38.	06/03/2016	Leon	Miles, James Frederick	87th
39.	06/28/2016	Kendall	Smith, Marsha Gostenick, et al	216th
40.				

Exhibit B

8/8/2016 5:07:04 PM
Chris Daniel - District Clerk Harris County
Envelope No. 12055665
By: Nelson Cuero
Filed: 8/8/2016 5:07:04 PM

PARCEL TX-HA-162.200, TX-HA-163.000,
TX-HA-163.100, TX-HA-163.110,
TX-HA-166.000, TX-HA-166.100,
TX-HA-O1-001.250, TX-HA-O1-001.260

CAUSE NO. _____

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC., Plaintiff,	§	IN THE ___TH JUDICIAL DISTRICT COURT
VS.	§	
CALVIN V. HOUSE, Defendant.	§	
	§	HARRIS COUNTY, TEXAS

VERIFIED ORIGINAL PETITION
AND APPLICATION FOR INJUNCTIVE RELIEF

TO THE HONORABLE JUDGE OF SAID COURT:

Texas Central Railroad and Infrastructure, Inc. ("TCRI") plans to construct the first high-speed passenger train in the United States, and will do so with exclusively private financing. As a railroad company and electric railway, TCRI has the absolute statutory right to examine and survey real property to determine the most advantageous route for its train, which will run between Dallas and Houston. Under the law, TCRI is not required to provide notice to landowners or to seek permission for surveying. That said, TCRI respects private property rights, is a responsible corporate citizen, and intends to establish a good working relationship with landowners. For these reasons, TCRI has sought written permission from landowners before entering any property to conduct the examination and surveying activities needed to determine the most advantageous route for its train.

Defendant Calvin V. House ("Defendant") has denied that TCRI has the statutory right to enter his property and has refused permission to do so. TCRI has determined that the safest, and

most prudent course of conduct, is to secure a temporary injunction that can leave no doubt of its right to enter Defendant's property to conduct examinations and surveys.

TCRI files this action because it has no adequate remedy at law for the relief it seeks. For more than 70 years, Texas courts have recognized that injunctive relief is an appropriate remedy when the right to examine and survey in advance of a project like TCRI's is being denied.[1]

I. DISCOVERY LEVEL

1. TCRI pleads that discovery should be conducted in accordance with a discovery control plan Level 2, under Rule 190.3, Texas Rules of Civil Procedure.

II. PARTIES

2. Texas Central Railroad and Infrastructure, Inc. is a Texas Corporation licensed to do business in the State of Texas and is in the process of developing a high-speed rail line between Dallas and Houston, Texas. TCRI was chartered for the express purpose of planning, building, maintaining and operating an electric railroad.[2] TCRI is a railroad company, as that term is used in Section 112.051 *et. seq*. of the Texas Transportation Code, and an electric railway as that term is used in Section 131.012 *et. seq*. of the Texas Transportation Code. Accordingly, TCRI has been statutorily granted the right to "enter on the land or water of any person or corporation" in order to "have an examination and survey of its proposed railway made as necessary to select the

[1] *Lewis v. Tex. Power & Light Co*., 276 S.W.2d 950, 954 (Tex. App.—Dallas 1955 writ ref'd n.r.e.); *see also Occidental Chem. Corp. v. ETC NGL Transp*., LLC, 425 S.W.3d 354, 363 (Tex. App.—Houston [1st Dist.] 2011, pet. dism'd) (holding that "Texas courts have also recognized that injunctive relief is appropriate in this specific context, i.e., to grant relief to an entity with the right to access land to conduct preliminary survey work before instituting a condemnation proceeding.").

[2] *See* Certificate of Amendment attached hereto as Exhibit "A."

most advantageous route" for its proposed railway.[3]

3. Defendant Calvin V. House is an individual who resides in Harris County, Texas and may be served with process at 15419 House Rd., Hockley, Texas 77447-9104, or wherever he may be found.

III. JURISDICTION AND VENUE

4. This Court has jurisdiction over this case pursuant to TEX. CIV. PRAC. & REM. CODE § 65.021(a).

5. Venue is proper pursuant to TEX. CIV. PRAC. & REM. CODE § 15.016 and § 65.023(a) because the primary relief requested in this petition is injunctive in nature and the Defendant is domiciled in Harris County, Texas.

IV. TEXAS RULE OF CIVIL PROCEDURE 47 DISCLOSURE

6. This is an Application for Injunctive Relief in which TCRI does not seek monetary relief, but is seeking non-monetary relief.

V. STATEMENT OF FACTS

7. Defendant Calvin V. House is the record owner of certain real property (the "Property") located in Harris County, Texas more particularly described in the attached Exhibits "B" and "C."

8. TCRI, along with its affiliated entities, is in the process of planning, surveying, and acquiring the right-of-way necessary for a 240 mile long high-speed rail line that will connect the two largest metropolitan areas in the State of Texas, with a planned intermediate stop to be located in Grimes County (the "Project").

[3] Tex. Transp. Code. Ann. § 131.013(b) (Vernon 2011); Tex. Transp. Code. Ann. § 112.051(a) (Vernon 2011).

9. This state of the art Project is expected to cost over 10 billion dollars to construct, take over 4 years to build, and ultimately provide world class transportation when it goes into service in late 2021.

10. Employing the N700-I bullet train technology, the Project will operate on a dedicated right-of-way that will be similar in width to that of a standard county road and, where possible, is being designed to parallel pre-existing rights-of-way.

11. Defendant's Property is one of the numerous individual properties that may be crossed by the Project.

12. The desktop design and planning stage for the Project has reached a point where actual access to the Property is necessary in order to determine the viability of the proposed route and the exact location it might take over the Property.

13. TCRI has engaged land surveyors to survey the Property in an effort to determine the exact route the proposed high-speed rail line may take over the Property, and to determine the legal boundaries of any right-of-way that TCRI may need to acquire.

14. TCRI also needs to examine the Property to determine if there are any cultural, environmental/wetlands, or topographical obstacles to construction.

15. Each of the aforementioned examinations and surveys are necessary in order for TCRI to select the most advantageous route for its high-speed rail line and to legally identify and define the right of way it will ultimately need to acquire from Defendant.

16. TCRI has repeatedly sought to coordinate its examination and survey activities with Defendant by entering into a voluntary access agreement that would allow TCRI to conduct the examination and surveying activities it is entitled to conduct under the law. Within those

agreements, and within this petition, TCRI acknowledges that it is statutorily responsible for any damages that may occur to the Property as a result of TCRI's examination and survey activities.[4]

17. Defendant has been unwilling to enter into a voluntary access agreement and have denied TCRI access to the Property. Defendant is thus preventing TCRI from completing the examination and surveying activities that need to be conducted in order for the Project to move forward.

18. Due to the lineal and interrelated nature of the Project, TCRI's failure to legally identify and finalize the route on the Property places the ultimate design and acquisition of the Project in jeopardy.

VI. TCRI IS STATUTORILY ENTITLED TO EXAMINE AND SURVEY PROPERTY

19. Two separate statutes provide TCRI with the power to conduct the examinations and surveys necessary to determine the most advantageous route for its proposed high-speed rail line. Specifically, Section 131.013(b) of the Texas Transportation Code provides that an electric railway such as TCRI may:

> (1) have an examination and survey of its proposed railway made as necessary to select the most advantageous route; and
>
> (2) for the purposes of Subdivision (1), enter on the land or water of any person or corporation, subject to responsibility for all damages that may be caused by the entrance, examination, or survey.

20. Likewise, Section 112.051(a) of the Texas Transportation Code provides that a railroad company "is entitled to make an examination and survey for the company's proposed railway, to be performed as necessary to select the most advantageous route for the proposed railway, and,

[4] Tex. Transp. Code. Ann. § 131.013(b) (Vernon 2011); Tex. Transp. Code. Ann. § 112.051(b) (Vernon 2011).

subject to Subsection (c), may enter on the lands or waters of any person or corporation for that purpose."[5]

21. Aside from the express statutory right, Texas courts have conclusively established that entities vested with the power of eminent domain, such as TCRI[6], have the right to enter onto private property in order to conduct examinations and surveys, and have consistently granted injunctive relief to preserve and protect this legal right.[7] For over 70 years, courts have held that the status quo in these instances is "one of action, not of rest."[8] A diligent search of Texas authorities has not disclosed a single case in which a condemning authority (of any kind) was denied injunctive relief to conduct lineal surveys or environmental examinations.

---

[5] Tex. Transp. Code. Ann. § 112.051(a) (Vernon 2011).

[6] TCRI is vested with the right of eminent domain under Sections 131.012 and 112.053 of the Texas Transportation Code.

[7] *See Lewis v. Tex. Power & Light Co.*, 276 S.W.2d 950, 954 (Tex. App.—Dallas 1955, writ ref'd n.r.e.) (upholding injunction allowing surveys to move forward and holding that the term "enter on" as used in Section 181.004 of the Texas Utilities Code recognized the necessity of preliminary surveys and was intended to grant authority to conduct the same); *Coastal Marine Serv. of Tex., Inc. v. City of Port Neches*, 11 S.W.3d 509 (Tex. App.--Beaumont 2000, no pet.) (upholding injunction and allowing for environmental examinations); *I.P. Farms v. Exxon Pipeline Co.*, 646 S.W.2d 544, 545 (Tex. App.—Houston [1st Dist.] 1982, no writ) (ancillary to eminent domain power is the authority to enter upon the land to make a preliminary survey); *Puryear v. Red River Auth.*, 383 S.W.2d 818, 820-21 (Tex. Civ. App.—Amarillo 1964, writ ref'd n.r.e.); *Hicks v. Tex. Municipal Power Agency*, 548 S.W.2d 949, 955 (Tex. App.—Houston [14th Dist.] 1977, writ ref'd n.r.e.) ("[g]enerally, courts have upheld the right of a governing body vested with condemnation power to enter into lands for the purpose of a preliminary survey either by express statutory grant or by implication"); *In re Energy Transfer Fuel, L.P.*, 298 S.W.3d 357, 358 (Tex. App.—Tyler 2009, no writ)(acknowledging that a gas corporation with the power of eminent domain had the right to enter upon property to make preliminary surveys of proposed routes).

[8] *See Lewis v. Tex. Power & Light Co.*, 276 S.W.2d at 955; *Coastal Marine Serv. of Tex., Inc. v. City of Port Neches*, 11 S.W.3d at 515.

VII. APPLICATION FOR TEMPORARY INJUNCTIVE RELIEF

22. In order to preserve the status quo, and to protect TCRI's statutory legal right to access Defendant's Property to conduct the examinations and survey activities necessary for TCRI's proposed high-speed rail line, it is essential that the Court set this matter for hearing prior to Defendant's answer date. Defendant should be cited to appear and show cause why a temporary injunction should not issue enjoining Defendant and those acting by or at Defendant's direction from taking any further action interfering with TCRI's right to conduct examinations and surveys. As set forth herein, all prerequisites to temporary injunctive relief have been satisfied.

A. Statutory grounds.

23. Pursuant to Section 65.011(1) of the Texas Civil Practice and Remedies Code, injunctive relief is appropriate when the applicant is entitled to the relief sought and such relief requires the restraining of some act prejudicial to the applicant.[9] As a matter of law, TCRI is entitled to enter upon the Property to conduct examinations and surveys and Defendant should be restrained from interfering with TCRI's exercise of this legal right.

B. Equitable grounds.

24. Defendant's wrongful conduct in preventing TCRI from having unimpeded access to the Property also entitles TCRI to common law injunctive relief as more fully explained below.

(i) Wrongful Act. TCRI is entitled to injunctive relief since it has demonstrated one or more wrongful acts committed by Defendant. TCRI has requested that Defendant allow TCRI entry onto the Property to conduct examinations and surveys necessary to select the most advantageous route for its Project. Defendant refuses to grant TCRI permission to enter onto the Property for these purposes, despite TCRI's legal right to do so.

---

[9] Tex. Civ. Prac. & Rem. Code § 65.011(1); *see Coastal Marine Serv. v. City of Port Neches*, 11 S.W.3d 509, 515 (Tex. App.—Beaumont 2000, no pet.).

(ii) Probable Right to Relief. TCRI is entitled to injunctive relief since it has demonstrated a probable right to the relief sought upon final hearing. As set out more specifically above, TCRI is statutorily and legally entitled to enter Defendant's Property for the purposes of conducting examinations and surveys associated with its proposed high-speed rail line. Defendant has refused to allow the requested examinations and surveys, and is therefore denying the exercise of TCRI's legal rights without good cause.

(iii) Probable Injury. TCRI is entitled to injunctive relief since it has shown it will suffer probable injury by establishing: (1) imminent harm; (2) irreparable injury; and (3) no adequate remedy at law.

(1) Imminent Harm. An injunction is proper when the harm sought to be prevented is imminent or immediate.[10] TCRI has requested entry upon the Property in order to conduct the examinations and surveys needed for its proposed high-speed rail line. Without access to the Property to conduct these examinations and surveys, the planning and other preliminary activities associated with the proposed high-speed rail line (much less the actual acquisition of right-of-way or construction of the railroad) cannot continue. By denying TCRI the right to exercise its statutory right to conduct the requisite examinations and surveys, Defendant is causing current and actual harm to TCRI.

(2) Irreparable Injury. An injunction is proper when the harm sought to be prevented is irreparable. Irreparable injury has been defined as an injury that cannot be compensated in damages, or an injury that results in damages that cannot be measured by any pecuniary

[10] *Crawford Energy, Inc. v. Texas Indus.*, 541 S.W.2d 463, 467 (Tex. Civ. App.—Dallas 1976, no writ).

standard.[11] TCRI's purpose for seeking entry to the Property is to perform examinations and surveys that will allow it to determine a suitable location and establish legal boundaries for the proposed high-speed rail line discussed above. Until those examinations and surveys are performed, it is impossible to determine the location of the railroad, the area to be encumbered by the right-of-way, the legal boundaries of any proposed right-of-way, or the feasibility of construction given the natural and cultural resources that may exist on the Property. Without examination and survey of the Property, the proposed high-speed rail line project will be indefinitely suspended—causing monetary damages that cannot be adequately measured or easily calculated, as well as damages to TCRI's operations, goodwill, and reputation that cannot be monetarily measured at all. Conversely, enforcement of TCRI's statutory right to enter the Property and conduct these preliminary surveys will cause no harm and minimal inconvenience to Defendant.[12] Furthermore, to the extent that any damage is caused to Defendant's Property,

---

[11] *Pipkin v. JVM Oper., L.C.*, 197 B.R. 47, 55 (E.D. Tex. 1996) (holding irreparable injury where economic damage is difficult to calculate, as where party will incur injury to its operations, reputation, and goodwill); *Cho v. Itco, Inc*., 782 F. Supp. 1183, 1185 (E.D. Tex. 1991) (finding threat of losing customer goodwill may constitute irreparable harm); *Assoc. Gen. Contract v. City of El Paso*, 932 S.W.2d 124, 126 (Tex. App.—E1 Paso 1996, no writ); *Canteen Corp. v. Republic of Texas Properties, Inc*., 773 S.W.2d 398, 401 (Tex. App.—Dallas 1989, no writ); *see also Estate of Dilasky*, 972 S.W.2d 763, 767 (Tex. App.—Corpus Christi 1998, no writ) (costs and delay may be factors of irreparable harm); *Liberty Mut. Ins. Co. v. Mustang Tractor & Equip. Co. & Eureka Investment Co.*, 812 S.W.2d 663, 666 (Tex. App.—Houston [14th Dist.] 1997, no writ) (disruption of business can be irreparable harm).

[12] *See Lewis*, 276 S.W.2d at 955-56 ("the trial court no doubt weighed the relative convenience and inconvenience and the comparative injuries to the parties and to the public which would arise from the granting or refusal of this temporary injunction, and found the equities to lie with Appellee [utility company]. There can be little if any doubt that Appellee under the facts shown in this record is entitled to acquire easement rights over the Appellant's land, either by voluntary conveyance or by condemnation. That being so, the injuries suffered by Appellant from the survey will be small compared with the injuries suffered by the Appellee and the public if Appellee were denied the right to proceed with its preliminary survey…").

TCRI is statutorily required to compensate Defendant for those damages.[13]

(3) <u>No Adequate Remedy at Law</u>. A party is entitled to injunctive relief when there is no adequate remedy at law.[14] For a remedy to qualify as being adequate, it must give the plaintiff complete, final, and equal relief.[15] If damages cannot be calculated for the harm complained of, or if the Defendant will be unable to pay damages, there is no adequate remedy at law.[16] Defendant's action in obstructing TCRI from completing its examinations and surveys on the Property effectively prevent TCRI from moving forward with the Project. TCRI cannot identify any impediments to the proposed route or the proposed right-of-way which it would seek to purchase from the Defendant without first conducting the necessary examinations and surveys required—actions that will cause no harm to Defendant, but which Defendant refuses to allow TCRI to perform. No amount of monetary damages can cure Defendant's denial of access complained of herein. Assuming for arguments sake that monetary damages could somehow be calculated, they would be in the billions of dollars—amounts that Defendant undoubtedly could not pay.[17] Accordingly, TCRI has no adequate remedy at law.

(iv.) Bond. TCRI will post a reasonable bond as set by the Court in this case.

---

[13] Tex. Transp. Code. Ann. § 131.013(b) (Vernon 2011); Tex. Transp. Code. Ann. § 112.051(b) (Vernon 2011).

[14] *Fasken v. Darby*, 901 S.W.2d 591, 592 (Tex. App.—El Paso 1995, no writ).

[15] *See Henderson v. KARTS, Inc*., 822 S.W.2d 769, 773 (Tex. App.—Houston [1st Dist.] 1992, no writ).

[16] *Texas Indus. Gas v. Phoenix Metallurgical Corp*., 828 S.W.2d 529, 533 (Tex. App.—Houston [1st Dist.] 1992, no writ).

[17] *Tel. Equip. Network, Inc. v. TA/Westchase Place, Ltd.*, 80 S.W.3d 601, 611 (Tex. App.—Houston [1st Dist.] 2002, no pet.)

VIII. PERMANENT INJUNCTION

25. TCRI further requests that the Court, after trial is completed, enter a permanent injunction against Defendant and those acting in concert with him, enjoining Defendant from interfering with TCRI's right to conduct the examinations and surveys necessary to select the most advantageous route for TCRI's proposed high-speed rail line.

IX. PRAYER FOR RELIEF

WHEREFORE, PREMISES CONSIDERED, Plaintiff Texas Central Railroad and Infrastructure, Inc. respectfully requests the following relief:

1. That Defendant be cited to appear and show cause and that upon such hearing, a temporary injunction be issued restraining the Defendant, his agents, servants, employees, and assigns, and anyone else working in active concert or participation with them, from directly or indirectly impeding or interfering in any way with access on and across the Property by TCRI, its agents, employees, operators, surveyors, and engineers for the purposes of conducting examinations and surveys of the Property in connection with the proposed high-speed rail line and proposed easement and right-of-way across the Property and further restraining Defendant from removing or in any way tampering with the stakes and markers placed upon the Property by the survey crews during the pendency of this action;

2. That a permanent injunction be issued prohibiting Defendant, his agents, servants, employees, and assigns, and anyone else working in active concert or participation with them, from directly or indirectly impeding or interfering in any way with access on and across the Property by TCRI, its agents, employees, operators, surveyors, and engineers for the purposes of conducting examinations and surveys of the Property in connection with the proposed high-speed rail line and proposed easement and right-of-way across the Property and further restraining

Defendant from removing or in any way tampering with the stakes and markers placed upon the Property by the survey crews; and

3. Such other and further general relief, at law or in equity, to which it may be entitled.

Respectfully submitted,

/s/ Susan Dillon Ayers
JACKSON WALKER L.L.P.
100 Congress Avenue, Suite 1100
Austin, Texas 78701
512-236-2000
Fax No. 512-236-2002
Robert B. Neblett III—14849300
rneblett@jw.com
Brad Anderson—24055106
banderson@jw.com
Susan Dillon Ayers—24028302
sayers@jw.com

JACKSON WALKER L.L.P.
1401 McKinney Street, Suite 1900
Houston, Texas 77010
713-752-4200
Fax No. 713-752-4221
Scott R. McLaughlin - 00791234
smclaughlin@jw.com

ATTORNEYS FOR PLAINTIFF
TEXAS CENTRAL RAILROAD &
INFRASTRUCTURE, INC.

CERTIFICATE OF SERVICE

This is to certify that on the 8th day of August, 2016, a true and correct copy of the foregoing has been forwarded via electronic service to:

Via Electronic service
M. Patrick McShan
THE BECKHAM GROUP, P.C.
3400 Carlisle, Suite 550
Dallas, Texas 75204
patrick@beckham-group.com

*/s / Susan Dillon Ayers*_____
Susan Dillon Ayers

VERIFICATION

STATE OF TEXAS §
§
COUNTY OF DALLAS §

Travis Kelly, Vice President for Texas Central Railroad & Infrastructure, Inc. being duly sworn, states that he has read the foregoing Plaintiff's Verified Original Petition and Application for Injunctive Relief, and that the factual statements set forth therein are true and correct based upon either personal knowledge or information obtained from the records attached hereto, upon which information he relies, and that he reserves the right to amend the aforesaid petition if it should appear at any time that omissions or errors have been made, or that additional or more accurate information has been obtained.

Travis Kelly
Vice President
Texas Central Railroad & Infrastructure, Inc.

Subscribed and sworn to before me this 8th day of August, 2016, to certify which witness my hand and official seal of office.

SHAWNA THURMAN
Notary Public, State of Texas
Comm. Expires 01-11-2020
Notary ID 130491092

Notary Public, State of Texas

My Commission Expires: 1-11-20

EXHIBIT “A”

Corporations Section
P.O.Box 13697
Austin, Texas 78711-3697

Carlos H. Cascos
Secretary of State

Office of the Secretary of State

The undersigned, as Secretary of State of Texas, does hereby certify that the attached is a true and correct copy of each document on file in this office as described below:

Texas Central Railroad & Infrastructure, Inc.
Filing Number: 801704184

Certificate of Amendment

January 21, 2015

In testimony whereof, I have hereunto signed my name officially and caused to be impressed hereon the Seal of State at my office in Austin, Texas on March 30, 2016.

Carlos H. Cascos
Secretary of State

Form 424 **(Revised 05/11)** Submit in duplicate to: Secretary of State P.O. Box 13697 Austin, TX 78711-3697 512 463-5555 FAX: 512/463-5709 **Filing Fee: See instructions**	**Certificate of Amendment**	This space reserved for office use. FILED In the Office of the Secretary of State of Texas JAN 21 2015 Corporations Section

Entity Information

The name of the filing entity is:

TXHS Railroad, Inc.

State the name of the entity as currently shown in the records of the secretary of state. If the amendment changes the name of the entity, state the old name and not the new name.

The filing entity is a: (Select the appropriate entity type below.)

- ☒ For-profit Corporation
- ☐ Nonprofit Corporation
- ☐ Cooperative Association
- ☐ Limited Liability Company
- ☐ Professional Corporation
- ☐ Professional Limited Liability Company
- ☐ Professional Association
- ☐ Limited Partnership

The file number issued to the filing entity by the secretary of state is: 801704184

The date of formation of the entity is: 12/20/2012

Amendments

1. Amended Name

(If the purpose of the certificate of amendment is to change the name of the entity, use the following statement)

The amendment changes the certificate of formation to change the article or provision that names the filing entity. The article or provision is amended to read as follows:

The name of the filing entity is: (state the new name of the entity below)

Texas Central Railroad & Infrastructure, Inc.

The name of the entity must contain an organizational designation or accepted abbreviation of such term, as applicable.

2. Amended Registered Agent/Registered Office

The amendment changes the certificate of formation to change the article or provision stating the name of the registered agent and the registered office address of the filing entity. The article or provision is amended to read as follows:

Registered Agent
(Complete either A or B, but not both. Also complete C.)

☐ A. The registered agent is an organization (cannot be entity named above) by the name of:

OR

☐ B. The registered agent is an individual resident of the state whose name is:

First Name *M.I.* *Last Name* *Suffix*

The person executing this instrument affirms that the person designated as the new registered agent has consented to serve as registered agent.

C. The business address of the registered agent and the registered office address is:

Street Address (No P.O. Box) *City* *State* *Zip Code*

TX

3. Other Added, Altered, or Deleted Provisions

Other changes or additions to the certificate of formation may be made in the space provided below. If the space provided is insufficient, incorporate the additional text by providing an attachment to this form. Please read the instructions to this form for further information on format.

Text Area (The attached addendum, if any, is incorporated herein by reference.)

☐ **Add** each of the following provisions to the certificate of formation. The identification or reference of the added provision and the full text are as follows:

☒ **Alter** each of the following provisions of the certificate of formation. The identification or reference of the altered provision and the full text of the provision as amended are as follows:

Article 5 - Purpose is amended and restated in its entirety to read as follows:

"The purpose for which the corporation is organized is to plan, build, maintain and operate an interurban electric railroad, and to conduct or promote any other lawful businesses or purposes that a corporation is legally allowed to conduct or promote, within this state or any other jurisdiction."

☐ **Delete** each of the provisions identified below from the certificate of formation.

Statement of Approval

The amendments to the certificate of formation have been approved in the manner required by the Texas Business Organizations Code and by the governing documents of the entity.

Effectiveness of Filing (Select either A, B, or C.)

A. ☒ This document becomes effective when the document is filed by the secretary of state.

B. ☐ This document becomes effective at a later date, which is not more than ninety (90) days from the date of signing. The delayed effective date is: _____

C. ☐ This document takes effect upon the occurrence of a future event or fact, other than the passage of time. The 90th day after the date of signing is: _____

The following event or fact will cause the document to take effect in the manner described below:

Execution

The undersigned signs this document subject to the penalties imposed by law for the submission of a materially false or fraudulent instrument and certifies under penalty of perjury that the undersigned is authorized under the provisions of law governing the entity to execute the filing instrument.

Date: _____

By: _____



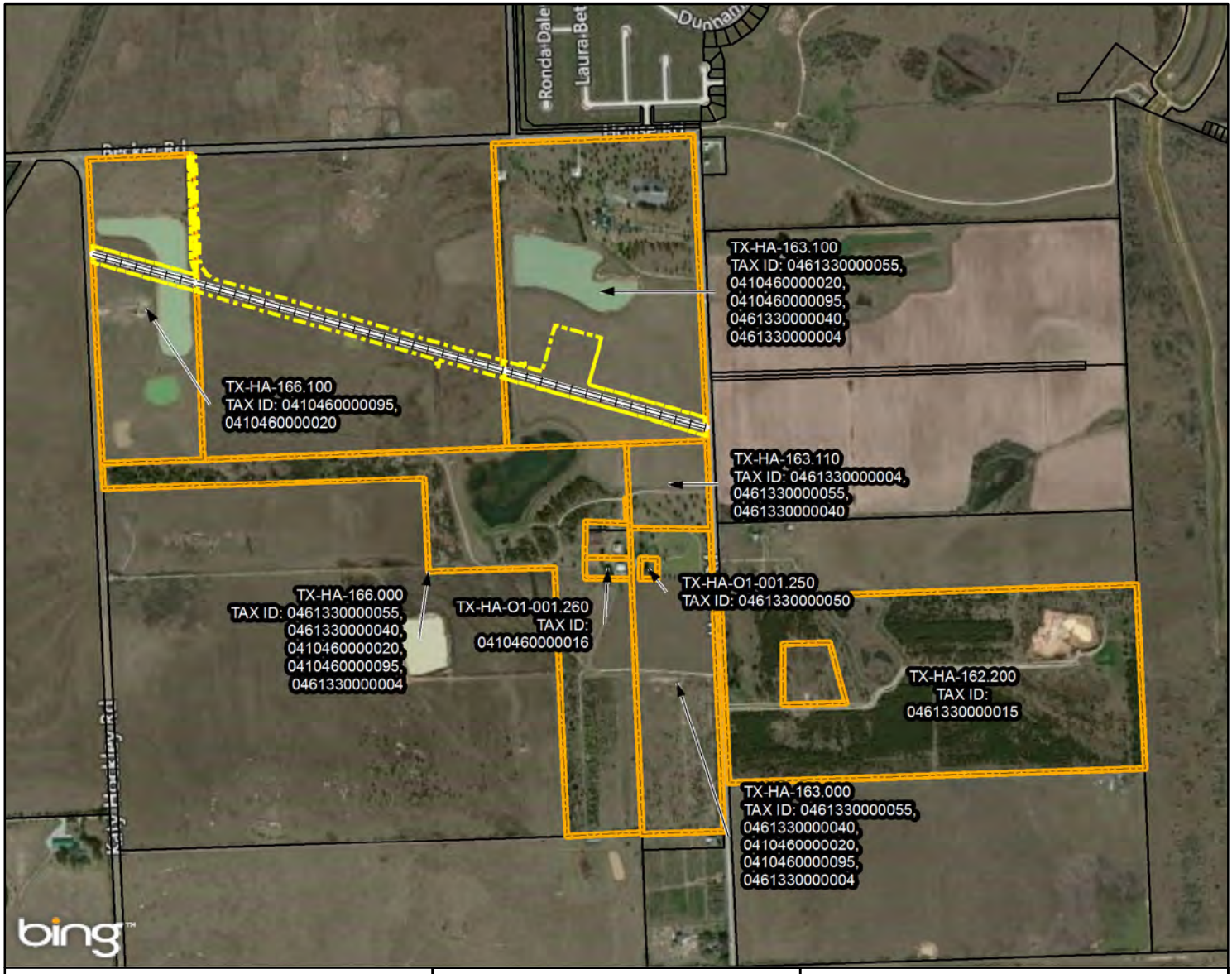
Signature of authorized person

Mark M. Walker

Printed or typed name of authorized person (see instructions)

EXHIBIT “B”

EXHIBIT B
TRACTS TO BE SURVEYED
HARRIS COUNTY, TX



ROW LENGTH: 2404.046 FT.
TRACT ACREAGE: 330 AC.+/-
RIGHT OF WAY: 10.369 AC.
TEMPORARY WORKSPACE: 0 AC.

AREAL CALCULATIONS AND LINEAR DISTANCES WERE CALCULATED USING: NAD1983 (2011) STATE PLANE ZONE TEXAS S CENTRAL FIPS 4204 (US FEET)

TRACT NO.:

TX-HA-162.200, TX-HA-163.000, TX-HA-163.100, TX-HA-163.110, TX-HA-166.000, TX-HA-166.100, TX-HA-O1-001.250, TX-HA-O1-001.260

N

0 1,000 2,000 Feet

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE INC.

OWNER NAME:

CALVIN V. HOUSE

ALIGNMENT
RIGHT OF WAY
TEMPORARY WORKSPACE
PROPERTY BOUNDARIES
NEIGHBORING TRACTS

THIS MAP IS FOR INFORMATION PURPOSES. DISTANCES IN THIS MAP ARE APPROXIMATIONS ONLY AND SHOULD NOT BE USED FOR AUTHORITATIVE DEFINITION OF LEGAL BOUNDARY OR PROPERTY TITLE.

VERIFICATION

STATE OF TEXAS §
§
COUNTY OF DALLAS §

Travis Kelly, Vice President for Texas Central Railroad & Infrastructure, Inc. being duly sworn, states that he has read the foregoing Plaintiff's Verified Original Petition and Application for Injunctive Relief, and that the factual statements set forth therein are true and correct based upon either personal knowledge or information obtained from the records attached hereto, upon which information he relies, and that he reserves the right to amend the aforesaid petition if it should appear at any time that omissions or errors have been made, or that additional or more accurate information has been obtained.

Travis Kelly
Vice President
Texas Central Railroad & Infrastructure, Inc.

Subscribed and sworn to before me this 8th day of August, 2016, to certify which witness my hand and official seal of office.

SHAWNA THURMAN
Notary Public, State of Texas
Comm. Expires 01-11-2020
Notary ID 130491092

Notary Public, State of Texas

My Commission Expires: 1-11-20

EXHIBIT “C”

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0461330000015

Tax Year: 2016

Print

Owner and Property Information	
Owner Name & Mailing Address: HOUSE CALVIN V 15419 HOUSE RD HOCKLEY TX 77447-9104	Legal Description: TRS 8A & 9A ABST 1031 HT&BRR CO SEC 2 Property Address: 15419 HOUSE RD HOCKLEY TX 77447

State Class Code	Land Use Code	Building Class	Total Units	Land Area	Building Area	Net Rentable Area	Neighborhood	Map Facet	Key Map®
D1 -- Real, Qualified Agricultural Land	9910 -- Agricultural Land		0	4,177,316 SF	0	0	9084.19	4366B	325X

Value Status Information

Value Status	Notice Date	Shared CAD
Noticed	04/22/2016	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	Exemption Value	ARB Status	2015 Rate	2016 Rate
None	003	WALLER ISD		Not Certified	1.440000	
	040	HARRIS COUNTY		Not Certified	0.419230	
	041	HARRIS CO FLOOD CNTRL		Not Certified	0.027330	
	042	PORT OF HOUSTON AUTHY		Not Certified	0.013420	
	043	HARRIS CO HOSP DIST		Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT		Not Certified	0.005422	
	633	HC EMERG SRV DIST 9		Not Certified	0.055000	

Texas law prohibits us from displaying residential photographs, sketches, floor plans, or information indicating the age of a property owner on our website. You can inspect this information or get a copy at HCAD's information center at 13013 NW Freeway.

Valuations

Value as of January 1, 2015			Value as of January 1, 2016		
	Market	Appraised		Market	Appraised
Land	897,934		Land	1,406,437	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	12,467		Ag/Tmbr/Spc	12,467	
Total	897,934	12,467	Total	1,406,437	12,467

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	--	AC	20.0000	1.00	1.00	1.00	--	1.00	17,424.00	17,424.00	348,480.00
2	9910 -- Mkt Value of Ag Land	--	AC	75.8980	1.00	1.00	0.80	--	0.80	17,424.00	13,939.20	1,057,957.00

Agricultural Value

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9047 -- Harris TMB II-Mixed	--	AC	95.8980	1.00	1.00	1.00	--	1.00	130.00	130.00	12,467.00

Building
Vacant (No Building Data)

TX-HA-162.200

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0461330000004

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	**HOUSE CALVIN V** **15419 HOUSE RD** **HOCKLEY TX 77447-9104**	Legal Description: Property Address:	**PT TR 4** **ABST 1031 HT&BRR CO SEC 2** **15743 HOUSE RD** **HOCKLEY TX 77447**

State Class Code				Land Use Code		
A1 -- Real, Residential, Single-Family				2001 -- Residential Improved		
Land Area	Total Living Area	Neighborhood	Neighborhood Group	Market Area	Map Facet	Key Map®
10,890 SF	2,832 SF	2608	3001	210 -- ISD 03 - Waller ISD	4366A	325W

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	03/31/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	633	HC EMERG SRV DIST 9	Not Certified	0.060000	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	8,168		Land	8,168	
Improvement	180,304		Improvement	180,304	
Total	188,472	188,472	Total	188,472	188,472

Land

Market Value Land													
Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	2001 -- Res Improved Override	SF1	SF	10,890	1.00	1.00	1.00	--	1.00	0.75	0.75	8,168.00

Building

Building	Year Built	Remodeled	Type	Style	Quality	Impr Sq Ft	Building Details
1	1960	1998	Residential Single Family	Residential 1 Family	Average	2,832 *	Displayed

* All HCAD residential building measurements are done from the exterior, with individual measurements rounded to the closest foot. This measurement includes all closet space, hallways, and interior staircases. Attached garages are not included in the square footage of living area, but valued separately. Living area above *attached* garages is included in the square footage living area of the dwelling. Living area above *detached* garages is not included in the square footage living area of the dwelling but is valued separately. This method is used on all residential properties in Harris County to ensure the uniformity of square footage of living area measurements district-wide. There can be a reasonable variance between the HCAD square footage and your square footage measurement, especially if your square footage measurement was an interior measurement or an exterior measurement to the inch.

TX-HA -163.000

Building Details (1)

Building Data	
Element	Detail
Cost and Design	Extensive
Cond / Desir / Util	Excellent
Foundation Type	Crawl Space
Grade Adjustment	C
Heating / AC	Central Heat/AC
Physical Condition	Excellent
Exterior Wall	Frame / Concrete Blk
Element	Units
Room: Total	8
Room: Rec	2
Room: Half Bath	1
Room: Full Bath	1
Room: Bedroom	3

Building Areas	
Description	Area
BASE AREA PRI	640
OPEN FRAME PORCH PRI	1,216
ONE STORY FRAME PRI	1,552
OPEN FRAME PORCH PRI	280
OPEN FRAME PORCH PRI	84
BASE AREA UPR	640
OPEN FRAME PORCH UPR	280

Building Features	
Description	Units
Bank Barn	1
PAVILLION 2007	1
Frame Utility Shed	1

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0461330000055

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	**HOUSE CALVIN V** **15419 HOUSE RD** **HOCKLEY TX 77447-9104**	Legal Description: Property Address:	**PT TRS 1 2 3 & 4 (AG-USE)** **ABST 1031 HT&BRR CO SEC 2** **15419 HOUSE RD** **HOCKLEY TX 77447**

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map®
304,920 SF	0	0	9084.19	4016 -- Far Northwest	4366A	325W

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	04/03/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	633	HC EMERG SRV DIST 9	Not Certified	0.060000	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	174,240		Land	174,240	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	910		Ag/Tmbr/Spc	910	
Total	174,240	910	Total	174,240	910

Land

Market Value / Agricultural Land												
Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	AC0	AC	2.0000	1.00	1.00	1.00	--	1.00	32,670.00	32,670.00	65,340.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	5.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	108,900.00
Agricultural Value												
Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9047 -- Harris TMB II-Mixed	--	AC	7.0000	1.00	1.00	1.00	--	1.00	130.00	130.00	910.00

Building

TX-HA-163.000

Vacant (No Building Data)

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0461330000040

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	**HOUSE CALVIN V** **15419 HOUSE RD** **HOCKLEY TX 77447-9104**	Legal Description:	**PT TRS 1 2 3 & 4 (AG-USE)** **ABST 1031 HT&BRR CO SEC 2**
		Property Address:	**15419 HOUSE RD** **HOCKLEY TX 77447**

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map®
2,924,182 SF	0	0	9084.19	4016 -- Far Northwest	4366A	325W

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	04/03/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	633	HC EMERG SRV DIST 9	Not Certified	0.060000	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	776,501		Land	776,501	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	6,310		Ag/Tmbr/Spc	6,310	
Total	776,501	6,310	Total	776,501	6,310

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Override Value*
1	9910 -- Mkt Value of Ag Land	AC0	AC	2.0000	1.00	1.00	1.00	--	1.00	32,670.00	32,670.00	65,340.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	5.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	108,900.00
3	9910 -- Mkt Value of Ag Land	AC8	AC	12.0000	1.00	1.00	1.00	--	1.00	15,246.00	15,246.00	182,952.00
4	9910 -- Mkt Value of Ag Land	AC8	AC	46.1300	1.00	1.00	1.00	--	1.00	9,712.00	9,712.00	419,309.00

* Override value used; land calculations will not equal this value.

Agricultural Value

							Appr	Appr				

TX-HA-163 000

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	O/R Factor	O/R Reason	Total Adj	Unit Price	Adj Unit Price	Override Value*
1	9063 -- Harris Hay	--	AC	67.1300	1.00	1.00	1.00	--	1.00	85.00	85.00	6,310.00
* Override value used; land calculations will not equal this value.												

Building

Vacant (No Building Data)

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0410460000020

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	**HOUSE CALVIN V** **15419 HOUSE RD** **HOCKLEY TX 77447-9104**	Legal Description: Property Address:	**PT TRS 2C 3 4 & 5 (AG-USE) ABST 90 J ASKINS** **15937 HOUSE HAHL RD** **CYPRESS TX 77447**

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map®
6,167,660 SF	0	0	9084.19	4016 -- Far Northwest	4366A	325W

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	04/03/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	633	HC EMERG SRV DIST 9	Not Certified	0.060000	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	1,425,196		Land	1,425,196	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	29,592		Ag/Tmbr/Spc	29,592	
Total	1,425,196	29,592	Total	1,425,196	29,592

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Override Value*
1	9910 -- Mkt Value of Ag Land	AC0	AC	2.0000	1.00	1.00	1.00	--	1.00	32,670.00	32,670.00	65,340.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	5.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	108,900.00
3	9910 -- Mkt Value of Ag Land	AC8	AC	12.0000	1.00	1.00	1.00	--	1.00	15,246.00	15,246.00	182,952.00
4	9910 -- Mkt Value of Ag Land	AC8	AC	122.5900	1.00	1.00	1.00	--	1.00	8,712.00	8,712.00	1,068,004.00

* Override value used; land calculations will not equal this value.

Agricultural Value

							Appr	Appr				

TX-HA-163,000

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	O/R Factor	O/R Reason	Total Adj	Unit Price	Adj Unit Price	Override Value*
1	9003 -- Harris Irrigated Cropland	--	AC	141.5900	1.00	1.00	1.00	--	1.00	197.00	197.00	29,592.00

* Override value used; land calculations will not equal this value.

Building

Vacant (No Building Data)

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0410460000095

Tax Year: 2015

Print

Owner and Property Information			
Owner Name & Mailing Address:	**HOUSE CALVIN V** **15419 HOUSE RD** **HOCKLEY TX 77447-9104**	Legal Description:	**PT TRS 2C 3 4 & 5 (AG-USE) (TIMBER-USE) ABST 90 J ASKINS**
		Property Address:	**15419 HOUSE RD** **HOCKLEY TX 77447**

State Class Code		Land Use Code		Building Class		Total Units
D1 -- Real, Qualified Agricultural Land		9910 -- Agricultural Land		--		0
Land Area	Building Area	Net Rentable Area	Neighborhood	Market Area	Map Facet	Key Map®
522,720 SF	0	0	9084.19	4016 -- Far Northwest	4366A	325W

Value Status Information

Capped Account	Value Status	Notice Date	Shared CAD
No	Noticed	04/03/2015	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	ARB Status	2014 Rate	2015 Rate
None	003	WALLER ISD	Not Certified	1.440000	
	040	HARRIS COUNTY	Not Certified	0.417310	
	041	HARRIS CO FLOOD CNTRL	Not Certified	0.027360	
	042	PORT OF HOUSTON AUTHY	Not Certified	0.015310	
	043	HARRIS CO HOSP DIST	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	Not Certified	0.005999	
	633	HC EMERG SRV DIST 9	Not Certified	0.060000	

Valuations

Value as of January 1, 2014			Value as of January 1, 2015		
	Market	Appraised		Market	Appraised
Land	250,470		Land	250,470	
Improvement	0		Improvement	0	
Ag/Tmbr/Spc	1,560		Ag/Tmbr/Spc	1,560	
Total	250,470	1,560	Total	250,470	1,560

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	AC0	AC	2.0000	1.00	1.00	1.00	--	1.00	32,670.00	32,670.00	65,340.00
2	9910 -- Mkt Value of Ag Land	AC8	AC	5.0000	1.00	1.00	1.00	--	1.00	21,780.00	21,780.00	108,900.00
3	9910 -- Mkt Value of Ag Land	AC8	AC	5.0000	1.00	1.00	1.00	--	1.00	15,246.00	15,246.00	76,230.00

Agricultural Value

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value

TX-HA - 163.000

1	9047 — Harris TMB II-Mixed	--	AC	12.0000	1.00	1.00	1.00	--	1.00	130.00	130.00	1,560.00

Building

Vacant (No Building Data)

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0461330000050

Tax Year: 2016

Print

Owner and Property Information	
Owner Name & Mailing Address: HOUSE CALVIN V 15419 HOUSE RD HOCKLEY TX 77447-9104	Legal Description: TR 3A ABST 1031 HT&BRR CO SEC 2 Property Address: 15417 HOUSE RD HOCKLEY TX 77447

State Class Code	Land Use Code	Land Area	Total Living Area	Neighborhood	Map Facet	Key Map®
A1 -- Real, Residential, Single-Family	2003 -- Res Improved Override (Res. Use)	20,774 SF	3,214 SF	2608	4366A	325W

Value Status Information

Value Status	Notice Date	Shared CAD
Noticed	07/15/2016	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	Exemption Value	ARB Status	2015 Rate	2016 Rate
Residential Homestead (Multiple)	003	WALLER ISD	35,000	Not Certified	1.440000	
	040	HARRIS COUNTY	188,293	Not Certified	0.419230	
	041	HARRIS CO FLOOD CNTRL	188,293	Not Certified	0.027330	
	042	PORT OF HOUSTON AUTHY	188,293	Not Certified	0.013420	
	043	HARRIS CO HOSP DIST	188,293	Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT	188,293	Not Certified	0.005422	
	633	HC EMERG SRV DIST 9	169,415	Not Certified	0.055000	

Texas law prohibits us from displaying residential photographs, sketches, floor plans, or information indicating the age of a property owner on our website. You can inspect this information or get a copy at HCAD's information center at 13013 NW Freeway.

Valuations

Value as of January 1, 2015			Value as of January 1, 2016		
	Market	Appraised		Market	Appraised
Land	15,581		Land	15,581	
Improvement	172,712		Improvement	172,712	
Total	188,293	188,293	Total	188,293	188,293

Land

Market Value Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	2003 -- Res Improved Override (Res. Use)	SF1	SF	20,774	1.00	1.00	1.00	--	1.00	0.75	0.75	15,581.00

Building

Building	Year Built	Type	Style	Quality	Impr Sq Ft	Building Details
1	1997	Residential Single Family	Residential 1 Family	Average	2,150 *	Displayed
2	1980	Residential Mobile Homes	Single Wide Residential Mobile Home	Low	1,064 *	View

* All HCAD residential building measurements are done from the exterior, with individual measurements rounded to the closest foot. This measurement includes all closet space, hallways, and interior staircases. Attached garages are not included in the square footage of living area, but valued separately. Living area above attached garages is included in the square footage living area of the dwelling. Living area above detached garages is not included in the square footage living area of the dwelling but is valued separately. This method is used on all residential properties in Harris County to ensure the uniformity of square footage of living area measurements district-wide. There can be a reasonable variance between the HCAD square footage and your square footage measurement, especially if your square footage measurement was an interior measurement or an exterior measurement to the inch.

Building Details (1)

Building Data	
Element	Detail
Cond / Desir / Util	Average
Foundation Type	Crawl Space
Grade Adjustment	C

Building Areas	
Description	Area
MAS/BRK GARAGE PRI	519
OPEN MAS PORCH PRI	69
BASE AREA PRI	2,150

TX-HA-O1-001.250

Heating / AC	Central Heat/AC
Physical Condition	Average
Exterior Wall	Frame / Concrete Blk
Element	Units
Room: Total	4
Room: Rec	1
Room: Full Bath	1
Room: Bedroom	3
Fireplace: Masonry Firebrick	1

OPEN MAS PORCH PRI	160
OPEN MAS PORCH PRI	190

Extra Features

Line	Description	Quality	Condition	Units	Year Bulit
1	4 Side closed Metal Pole Barn	Fair	Average	2,400.00	1940
2	4 Side closed Metal Pole Barn	Fair	Average	2,970.00	1970
3	1 Side Open Metal Pole Barn	Fair	Average	8,036.00	1960
4	4 Sides open Metal Pole Barn	Fair	Average	1,080.00	1940
13	Canopy - Residential	Fair	Average	480.00	1980
14	Frame Utility Shed	Fair	Average	160.00	1940
15	Frame Utility Shed	Average	Good	356.00	1990
16	Skirting Att to M/H	Fair	Average	180.00	1980

HARRIS COUNTY APPRAISAL DISTRICT
REAL PROPERTY ACCOUNT INFORMATION
0410460000016

Tax Year: 2016

Print

Owner and Property Information			
Owner Name & Mailing Address:	HOUSE CALVIN V 15419 HOUSE RD HOCKLEY TX 77447-9104	Legal Description:	TRS 2A & 5A ABST 90 J ASKINS
		Property Address:	0 KATY HOCKLEY RD HOCKLEY TX 77447

State Class Code	Land Use Code	Building Class	Total Units	Land Area	Building Area	Net Rentable Area	Neighborhood	Map Facet	Key Map®
D1 -- Real, Qualified Agricultural Land	9910 -- Agricultural Land		0	58,431 SF	0	0	9084.19	4366A	325W

Value Status Information

Value Status	Notice Date	Shared CAD
Noticed	06/10/2016	Yes

Exemptions and Jurisdictions

Exemption Type	Districts	Jurisdictions	Exemption Value	ARB Status	2015 Rate	2016 Rate
None	003	WALLER ISD		Not Certified	1.440000	
	040	HARRIS COUNTY		Not Certified	0.419230	
	041	HARRIS CO FLOOD CNTRL		Not Certified	0.027330	
	042	PORT OF HOUSTON AUTHY		Not Certified	0.013420	
	043	HARRIS CO HOSP DIST		Not Certified	0.170000	
	044	HARRIS CO EDUC DEPT		Not Certified	0.005422	
	633	HC EMERG SRV DIST 9		Not Certified	0.055000	

Texas law prohibits us from displaying residential photographs, sketches, floor plans, or information indicating the age of a property owner on our website. You can inspect this information or get a copy at HCAD's information center at 13013 NW Freeway.

Valuations

Value as of January 1, 2015			Value as of January 1, 2016		
	Market	Appraised		Market	Appraised
Land	43,824		Land	43,824	
Improvement	6,225		Improvement	6,225	
Ag/Tmbr/Spc	174		Ag/Tmbr/Spc	174	
Total	50,049	6,399	Total	50,049	6,399

Land

Market Value / Agricultural Land

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9910 -- Mkt Value of Ag Land	--	AC	1.3414	1.00	1.00	1.00	--	1.00	32,670.00	32,670.00	43,824.00

Agricultural Value

Line	Description	Site Code	Unit Type	Units	Size Factor	Site Factor	Appr O/R Factor	Appr O/R Reason	Total Adj	Unit Price	Adj Unit Price	Value
1	9047 -- Harris TMB II-Mixed	--	AC	1.3414	1.00	1.00	1.00	--	1.00	130.00	130.00	174.00

Building

Vacant (No Building Data)

Extra Features

Line	Description	Quality	Condition	Units	Year Bulit
1	4 Side closed Metal Pole Barn	Average	Average	2,904.00	1997

TX-HA-O1-001.260

10/19/2016 4:25:41 PM
Chris Daniel - District Clerk Harris County
Envelope No. 13333431
By: Kenya Kossie
Filed: 10/19/2016 4:25:41 PM

PARCEL NOS. TX-HA-162.200, TX-HA-163.000,
TX-HA-163.100, TX-HA-163.110,
TX-HA-166.000, TX-HA-166.100,
TX-HA-O1-001.250, TX-HA-O1-001.260

CAUSE NO. 201652516

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.,	§	IN THE 333RD JUDICIAL DISTRICT COURT
Plaintiff,	§	
	§	
VS.	§	
	§	
CALVIN V. HOUSE,	§	
Defendant.	§	HARRIS COUNTY, TEXAS

PLAINTIFF'S TRADITIONAL MOTION FOR SUMMARY JUDGMENT

Plaintiff Texas Central Railroad & Infrastructure, Inc. ("TCRI") files this Traditional Motion for Summary Judgment (the "Motion") and would respectfully show the Court as follows:

SUMMARY OF THE ARGUMENT

TCRI is a Texas corporation formed in 2012 for the purpose of constructing and operating a high-speed passenger train from Houston to Dallas. This undisputed fact, along with the efforts taken by TCRI in preparation for constructing the passenger railway, are sufficient to deem TCRI both a "railroad company" and an "interurban electric railway company" pursuant to Texas law. Accordingly, TCRI is entitled—as a matter of law—to the rights provided to railroad companies and interurban electric railways by the Legislature, including the rights to conduct surveys and examinations of property to identify the best route for its passenger train. For the reasons set forth below, this Court should grant TCRI's Motion, and enter an order that TCRI is a railroad company and an interurban electric railway company with all rights and powers granted to such entities under Texas law, including, but not limited to

the right to survey and examine Mr. House's property and permanently enjoining Mr. House from interfering with the same.

SUMMARY JUDGMENT EVIDENCE

In support of this motion for summary judgment, TCRI attaches and incorporates by reference for all purposes the following summary judgment evidence:

> A: Affidavit of Shaun McCabe, attached hereto and incorporated by reference as Exhibit "A;"
>
> A-1: A true and correct copy of TCRI's Amended Articles of Incorporation, attached hereto as Exhibit "A-1;" and
>
> A-2: A true and correct copy of the aerial of the House Property with the proposed acquisition area identified, attached hereto as Exhibit "A-2."

BACKGROUND FACTS

A. Summary of TCRI's Project to Operate a High-Speed Passenger Train.

TCRI is a Texas corporation formed in 2012 for the purpose of developing and operating a high-speed passenger rail system that will connect Dallas and Houston using technology that will provide a travel time of less than 90 minutes (the "Project"). McCabe Aff., at ¶ 3.

For the past four years, TCRI has worked to lay the foundation for the construction and operation of its high-speed rail line. McCabe Aff., at ¶¶ 3-6. Along with its affiliates, TCRI has coordinated with state and federal regulators to establish new safety guidelines (called a Rule of Particular Applicability) for the state-of-the-art technologies that will enable the high-speed rail line to reach speeds approaching 200 miles per hour. *Id*. at ¶ 3-4. This request for new safety rules from the Federal Railroad Administration ("FRA") triggered the need for an environmental review of the Project in accordance with the National Environmental Policy Act ("NEPA"). *Id*. at ¶ 4. For the past two years, TCRI and its affiliates have worked with the FRA

and other stakeholders to gather information regarding the environmental impacts of the Project in order to satisfy NEPA requirements. *Id*. at ¶ 4. During this time TCRI has also engaged the Army Corps of Engineers ("Army Corps") to begin the process of securing permits necessary to construct the 240-mile long railway, which will cross over waters of the United States. *Id*. at ¶ 5. In order to obtain information to satisfy the environmental review and permitting process, the FRA and the Army Corps have requested the physical inspection of the routes being considered for the proposed rail line. *Id*. at ¶¶ 4-5. TCRI will also need a legal description of the property and the proposed acquisition area in order to ultimately secure the real property rights that will be needed for the Project. *Id*. at ¶`10. Accordingly, it began conducting on-the-ground surveys in January 2016. *Id*. at ¶ 5. As of the filing of this Motion, TCRI has conducted over 2,000 surveys and examinations. *Id*.

B. TCRI's Procedure to Survey Land.

In order to survey an individual landowner's property, TCRI's agents seek to personally meet with the landowner, discuss the Project, and request access to enter the landowner's property. *Id*. at ¶ 9. The landowner is then presented with a survey permission form which, once executed by the landowner, will allow TCRI and its agent to conduct "a survey and the examinations necessary to select the most advantageous route for its proposed railway." *Id.* In most cases, TCRI's agents work with landowners to develop a written agreement that allows TCRI access to conduct the activities it needs to conduct, while providing the landowners with assurances that said work will be done in the least invasive way possible. *Id*. at ¶ 9.

TCRI followed its survey procedure in this case and requested permission to survey Defendant's roughly 330 acre property located in Harris County (the "Property"). Defendant

met with TCRI's agents on several occasions before communicating his decision to deny TCRI access for survey activities.

C. Procedural Position.

TCRI filed this suit seeking injunctive relief to access to the Property so that it may conduct the surveys and examinations necessary for the Project to move forward.

In briefing to this Court, Defendant has asserted that TCRI is not a "railroad company" or "interurban electric railway" as defined by the Texas Transportation Code and thus does not have the statutory right to survey or examine the Property.

SUMMARY JUDGMENT STANDARD

Summary judgment is proper to dispose of claims where there exist no material issues of fact.[1] To prevail on a traditional motion for summary judgment, the movant must conclusively establish the absence of any genuine question of material fact.[2] The purpose of the summary judgment proceeding is to provide a speedy means for the disposition of controversies which do not present legitimate fact issues.[3] Where the controversy involves the determination of a question of law only, summary judgment is proper.[4]

ARGUMENT AND AUTHORITIES

Texas railroad companies and interurban electric railways each have the statutory right to conduct surveys and examinations as necessary to select the most advantageous route for new and proposed railways. Because TCRI is both a "railroad company" and an "interurban electric

---

[1] Tex. R. Civ. P. 166a(c); *Nixon v. Mr. Prop. Mgmt. Co.*, 690 S.W.2d 546, 548 (Tex. 1985).

[2] Tex. R. Civ. P. 166a(c).

[3] *N.J. Bank (N.A.) v. Knuckley*, 637 S.W.2d 920, 921-22 (Tex. 1982).

[4] *Swilley v. Hughes*, 488 S.W.2d 64, 68 (Tex. 1972).

railway company," it is entitled—as a matter of law—to conduct such surveys and examinations, including those sought from the Defendant in this case.

A. TCRI is an "interurban electric railway company."

The Texas Transportation Code defines an interurban electric railway company as "a corporation chartered under the laws of this state to conduct and operate an electric railway between two municipalities in this state."[5] There are no other statutory definitions or requirements for an entity to qualify as an interurban electric railway company. As stated above, TCRI is a Texas Corporation. McCabe Aff., ¶ 3. Its entire reason for existence is to construct and operate a railroad, powered by electricity, between Dallas and Houston. *Id*. In 2015, TCRI amended its Articles of Incorporation to expressly state that it is organized to "build, maintain and operate an interurban electric railroad."[6] TCRI clearly meets the statutory definition of an interurban electric railway company. It should be noted that counsel for Mr. House has previously asserted that TCRI is an intrastate, interurban electric railway in filings made before the Surface Transportation Board.[7] As an interurban electric railway, TCRI is statutorily entitled to survey and examine Mr. House's Property.

B. TCRI is a "Railroad Company" as Defined by Texas Law.

In addition to being an interurban electric railway, TCRI is also a railroad company. Section 81.002 of the Texas Transportation Code states that a reference to a "railroad company" includes:

---

[5] Tex. Transp. Code § 131.011.

[6] *See* Ex. A-1.

[7] *See* TAHSR Reply to Petition for Clarification at pages 1-2, STB Docket No. FD_36025_0, available at: https://www.stb.gov/FILINGS/all.nsf/c72552abc289f85285257515007219bd/0B6063C5B252B9DF85257FB800537FD6?OpenDocument.

> (1) a railroad incorporated before September 1, 2007, under former Title 112, Revised Statutes; or (2) any other legal entity operating a railroad, including an entity organized under the Texas Business Corporation Act or the Texas Corporation Law provisions of the Business Organizations Code.[8]

TCRI meets the definition for a "railroad company" under Section 81.002(2) because it (1) is a Texas corporation duly formed under the Texas Business Organization Code in December of 2012, and (2) is operating a railroad. McCabe Aff., at ¶ 3; Ex. A-1.

Defendant argues that TCRI is not operating a railroad and therefore is not a railroad company. In particular, Defendant asserts that because TCRI owns no trains, no track, no depot, and has yet to sell a ticket, it is not "operating" a railroad. Defendant's interpretation of the statute would ultimately require one to conclude that – although it did not expressly say so – the Legislature intended there to be **no new railroads** created in Texas after September 1, 2007. Had the Legislature sought to prohibit all new railroads in Texas, it certainly would have just said so. This was obviously not the Legislature's intent when it passed the legislation now found in Section 81.002 of the Transportation Code.[9]

---

[8] Tex. Transp. Code § 81.002 (Vernon 2011).

[9] Taken to its logical conclusion, such an interpretation of Section 81.002 would result in a legislatively-created oligopoly of present and future railroad track in the State of Texas. Such an oligopoly is against public policy because it restricts free trade and competition. *See* Tex. Const. Art. 1, § 26 (stating that "[p]erpetuities and monopolies are contrary to the genius of a free government, and shall never be allowed…"). In 1983, the Legislature enacted the Texas Free Enterprise and Antitrust Act ("TFEAA"), the purpose of which was to "maintain and promote economic competition in trade and commerce occurring wholly or partly within the State of Texas and to provide the benefits of that competition to consumers in the State." Tex. Bus. & Com. Code § 15.04. The TFEAA makes unlawful ***every contract, combination or conspiracy in restraint of trade or commerce***. Tex. Bus. & Com. Code § 15.05(a) (emphasis added). The TFEAA also makes it "unlawful for any person to monopolize, attempt to monopolize, or conspire to monopolize any part of trade or commerce." Tex. Bus. & Com. Code § 15.05(b). Although the Plaintiff's interpretation of Section 81.002 would not create a monopoly in the strictest definition of the term, it would create an oligopoly, in which only a select few existing railroads could ever own and operate current or newly-built railroad track in

1. The passage of Section 81.002 – House Bill 3711.

The definition of "railroad company" found in Section 81.002 was codified in 2007 with the passage of House Bill 3711. House Bill 3711 was not a legislative attempt to limit new railroads in Texas, but was instead an effort to modernize Texas law governing general railroad companies. Prior to that legislation, an entity that wanted to construct, build or operate a railroad in Texas was required to be a Texas corporation formed under Title 112 of the Revised Civil Statutes.[10] In repealing the vast majority of Title 112, the Legislature recognized that in modern times there was "no longer the need to have separate law on corporations that concerned only railroad corporations."[11] In drafting the language that is now found in Section 81.002, the Legislature intended for the definition of "railroad company" to include "(1) railroad corporations created under the Texas Civil Statutes, (2) railroads that are foreign (other than Texas) corporations; and (3) other legal entities created under other Texas laws."[12] In repealing the provisions of Title 112 that dealt with the incorporation of railroads in Texas, it was not the Legislature's intent to prohibit the creation of any new railroads in Texas. Rather, "[a] business that wishes to create a corporation in Texas and operate a railroad [after the passage of HB 3711 in 2007] would do so under the Business Corporation Act."[13] Any reading of Section 81.002 that would require an entity to be running trains on tracks in order to be operating a railroad not only defies common sense but also runs afoul of the expressed intent of the Legislature.

Texas. This unintended consequence would constitute a violation of the TFEAA and the restriction of free trade and commerce in this state.

[10] Tex. Rev. Civ. Stat. Ann. Art. 6260 (Vernon 1972).

[11] *See* House Bill Analysis for HB 3711, available at: http://www.capitol.state.tx.us/BillLookup/Text.aspx?LegSess=80R&Bill=HB3711

[12] *Id.*

[13] *Id.*

2. TCRI is "operating a railroad."

TCRI concedes that it does not own any rolling stock (trains), nor has it constructed a depot station or any track. McCabe Aff., at ¶ 8. That said, TCRI is engaged in the daily operations that railroad companies engage in at this stage of their existence. *Id*. at ¶¶ 3-6. Like the Texas Legislature, TCRI recognizes the fundamental truth that, before you can have a train rolling down a track, you must acquire the land on which the track will reside. *Id*. at ¶¶ 7-8. And before you can acquire the land, you must ensure that it is suitable to the building of a railroad. *Id*. at ¶ 7.

Since its incorporation in 2012, TCRI and its affiliates have worked with state and federal regulators to establish safety guidelines for the state-of-the art technologies that will propel its trains at speeds approaching 200 miles per hour. *Id*. at ¶¶ 4-7. In order to obtain new safety rules for the Project, the FRA must comply with NEPA by preparing an environmental impact statement ("EIS"), which requires information concerning the potential environmental impacts of the Project.[14] *Id*. at ¶ 4. Beginning in June of 2014, the FRA has led the preparation of this EIS, which now also involves the active participation of numerous other federal and state agencies. *Id*. at ¶ 4.[15] TCRI and its affiliates have also worked with the United States Army Corps of Engineers ("Army Corps") regarding the permits that will be required to construct its railway over the various waters of the United States that will be crossed along its proposed 240-mile long route. *Id*. at ¶ 5.

In order to obtain information to satisfy the environmental review and permitting process, the FRA and the Army Corps have requested the physical inspection of the routes

[14] 64 Fed. Reg. at 28554.
[15] This is one of the reasons TCRI is before the Court.

being considered for the proposed rail line. McCabe Aff., at ¶¶ 4-5. Since January 2016, TCRI has been actively conducting the requisite on-the-ground surveys and examinations and has, to date, conducted over 2,000 examinations and surveys in an effort to ensure that the routes will support the Project. *Id*. at ¶ 5. Railroad companies must engage in these types of activities before they acquire right of way, build a railroad, or put a train on a track. *Id*. at ¶¶ 7-8. The Texas Legislature has recognized as much, and has specifically granted railroads the power to "make an examination and survey for the company's proposed railway, to be performed as necessary to select the most advantageous route for the proposed railway . . . ."[16]

Furthermore, TCRI is actively entering into voluntary option agreements to secure the right to purchase right-of-way needed to construct the railroad, and, as of the filing of this Motion, has negotiated options to purchase hundreds of properties crossed by the routes being considered. McCabe Aff., at ¶ 6. Like surveying and examining for a proposed route, acquiring the right to purchase land needed for the railway is a business operation that must be engaged in prior to constructing the track on which trains will travel and for which tickets will be sold. *Id*. at ¶¶ 7-8. Once again, the Texas Legislature has recognized as much—granting railroad companies the power to "purchase, hold, and use all property as necessary for the construction and use of its railway, stations, and other accommodations necessary to accomplish company objectives."[17]

Railroad companies are likewise granted the power to condemn property for "**the** right-of-way, or **new** or **additional** right-of-way" if they cannot agree with the landowner on a

[16] Tex. Transp. Code § 112.051(a) (Vernon 2011) (emphasis added).

[17] Tex. Transp. Code § 112.002(6) (Vernon 2011).

purchase price.[18] A court construing a statute presumes that every word of the statute has been included for a reason.[19] "The" right-of-way must be something different from "new" right-of-way, which must be something different from "additional" right-of-way. There is no logical way to read this grant to condemn as requiring a railroad company to have trains already running on tracks. If that were the case, the Legislature simply would have said that railroad companies could acquire **additional** right of way. The Legislature didn't do that, and it didn't do that because it had no intent to foreclose on the development of new railroad companies in Texas when it drafted what is now Section 81.002 of the Transportation Code.

3. Section 81.002 is Expansive, Not Exclusive.

Even if TCRI were found to not be operating a railroad—which it is—that fact alone does not disqualify its designation as a "railroad company." The Legislature dictated that a "railroad company ***includes***" the two examples provided in section 81.002. The statute's use of "includes" is expansive, and does not limit a "railroad company" only to those two examples. Indeed, under Texas law "'includes' and 'including' are terms of enlargement and not of limitation or exclusive enumeration, and use of the terms does not create a presumption that components not expressed are excluded." Tex. Gov't Code § 311.005(13); *see also Tex. West Oaks Hosp., LP v. Williams*, 371 S.W.3d 171, 179 (Tex. 2012) (Legislature's use of the term "including" means that statutory deadline is nonexclusive).

Since the use of "includes" renders Section 81.002 expansive, when interpreting Section 81.002 the Court may consider, among other matters, the:

(1) object sought to be attained;

---

[18] Tex. Transp. Code § 112.053(5) (Vernon 2011).

[19] *City of Marshall v. City of Uncertain*, 206 S.W.3d 97 (Tex. 2006).

(2) circumstances under which the statute was enacted;

(3) legislative history;

(4) common law or former statutory provisions, including laws on the same or similar subjects;

(5) consequences of a particular construction;

(6) administrative construction of the statute; and

(7) title (caption), preamble, and emergency provision.[20]

When considering these factors, especially the "object sought to be attained," it is clear that the Legislature intended for new railroad companies, like TCRI, that were created after 2007, to also enjoy the same benefits as those formed prior to the passage of Section 81.002. Any other interpretation of Section 81.002 would run afoul of the Legislature's goal and intent to allow for the possibility of new railroad lines in Texas.

C. Texas Railroads and Electric Railways Have Statutory Authority to Conduct Surveys and Examinations.

An exhaustive search of Texas case law has not revealed a single instance when the right of a railroad company or interurban electric railway to survey land has been challenged. The lack of jurisprudence is likely due to the clear and unequivocal grant made by the Legislature. In the face of this statutory language, there is simply no reasoned basis to argue that TCRI cannot enter Defendant's property to conduct an examination and survey.

The Texas Legislature has granted railroad companies the statutory right to conduct surveys for new proposed railways as necessary to allow the railroad to select the most advantageous route:

§ 112.051. Entry onto Private Property

[20] Tex. Gov't Code § 311.023.

> (a) A railroad company is entitled to make an examination and survey for the company's proposed railway, to be performed ***as necessary to select the most advantageous route for the proposed railway***, and, subject to Subsection (c), may enter on the lands or waters of any person or corporation for that purpose.
>
> . . . .[21]

Similarly, electric railways have the statutory authority to conduct surveys necessary to select the most advantageous route for their railroads.

> § 131.013. Right-of-Way
>
> . . . .
>
> (b) The corporation may:
>
> > (1) have an examination and survey of its proposed railway made as necessary to select the most advantageous route; and
> >
> > (2) for the purposes of Subdivision (1), enter on the land or water of any person or corporation, subject to responsibility for all damages that may be caused by the entrance, examination, or survey.[22]

D. The Scope of the Examination and Survey Should be Sufficient for TCRI to Effectuate its Purpose—to Select the "Most Advantageous Route" for the Project, a High-Speed Passenger Train.

Many condemning authorities do not possess an explicit statutory right to conduct surveys; however, the courts have repeatedly held that the right to survey must logically be subsumed within the right to condemn. Somewhat uniquely, railroads do possess an explicit statutory right to survey – a right that has never been challenged in any reported opinion. It is still instructive to review existing case law in order to understand that the scope of any "examination and survey" must be broad enough for TCRI to provide the information necessary to support the selection of the final route.

---

[21] Tex. Transp. Code § 112.051 (emphasis added).

[22] Tex. Transp. Code § 131.013.

In some cases, lineal surveying is sufficient to provide the condemning authority with the information it needs.[23] However, that depends on the nature of the intended public project and the engineering, design, and construction requirements that must be met in order to build the pipeline, power line, or other infrastructure. For example, in *Puryear v. Red River Auth. of Tex.*, the Red River Authority intended to construct a dam on the Sweetwater Creek and had the statutory right to enter land "for the purpose of making surveys."[24] The Authority sought to conduct core drilling operations, remove soil samples, and test them. The landowner argued that these activities were not contemplated by the grant of a right to "survey." But the court reasoned that the Authority existed for the purpose of managing the watershed of the Red River, constructing a dam was essential to that function, and core drilling was essential to siting a dam:

> The construction of a dam is essential to carrying out one of the Authority's basic functions, to-wit: 'the control, conservation and orderly development of the watershed and water of the Red River and its Texas tributaries.' To permit appellee the right to enter land and make surveys but deny it the right to conduct core drilling to determine the feasibility of locating a dam would be contrary to the clear intention of the Legislature. Surveying, without the right to test the underground stratum would be of little value to water control districts. Core drilling to determine the underground stratum is an essential step in determining the location of proposed dams.[25]

In the *Coastal Marine Service* case, the City of Port Neches sought to acquire land for a public park but did not have an express statutory right to survey.[26] Nonetheless, the court held that in addition to a lineal survey, the City could conduct a Phase I Environmental Site

---

[23] *See, e.g., Hicks v. Texas Mun. Power Agency*, 548 S.W.2d 949, 954 (Tex. Civ. App.—Houston [14th Dist.] 1977, writ ref'd n.r.e.).

[24] *Puryear v. Red River Auth. of Tex.*, 383 S.W.2d 818, 819-20 (Tex. Civ. App.—Amarillo 1964, no writ).

[25] *Id*. at 821.

[26] *Coastal Marine Serv. of Tex., Inc. v. City of Port Neches*, 11 S.W.3d 509 (Tex. App.—Beaumont 2000, no pet.)

Assessment, among other things citing the requirement that a condemnor must "investigate all aspects of value" in order to negotiate in good faith."[27] The Phase I ESA was the sort of examination that was "reasonably implied" by the statute authorizing municipalities to use the power of eminent domain.[28]

The same result ensued in the *Occidental Chem. Corp. v. ETC NGL Transport, LLC* pipeline case.[29] The Texas Natural Resources Code provides common carriers with the right of eminent domain, but not an express statutory power to conduct surveys. Even then, Texas courts have read into the eminent domain right the authority to conduct essential surveys. In *Occidental*, the court analyzed the statute and case law and affirmed that the right to enter upon land to survey is ancillary to a pipeline company's right to take.[30] The landowner was enjoined from interfering with the company's survey work and environmental assessments.[31]

Thus, TCRI's right to an examination and survey must be construed to permit any activities that are required in order to select the "most advantageous route" for a high speed passenger train. *See* Transp. Code § 112.051. TCRI is required to secure a metes and bounds survey, and other methods are insufficient to prepare an adequate description of the property. As explained by *Lewis v. Texas Power & Light Co.*, 276 S.W.2d 950, 953 (Tex. Civ. App.—Dallas 1955, writ ref., n.r.e.):

> Until a survey is available it is impossible to say exactly where the line will go, or even to say for certain that the line will cross

---

[27] *Id*. at 512.

[28] *Id*. at 514.

[29] *Occidental Chem. Corp. v. ETC NGL Transport, LLC*, 425 S.W.3d 354, 361 (Tex. App.—Houston [1st Dist.] 2011, pet. denied).

[30] *Id.* at 361.

[31] *Id*. at 366.

> appellants' property. For sometimes a survey will reveal for the first time obstacles in the path, or problems arising out of the contour of the land, which require a change in the planned course of the line.[32]

In order to make a "bona fide offer" to a landowner, TCRI must provide an appraisal and a copy of the instrument conveying the property sought to be acquired.[33] Both require a survey in order to be accurate and reliable. But the sentiments from the *Lewis* court are equally true of other types of examinations.

The Project is also subject to a number of state and federal statutes and regulations, including the National Environmental Policy Act ("NEPA").[34] Under NEPA, an EIS is required to consider the environmental impacts of the proposed project, reasonable alternatives to the proposed project, and potential mitigation for the identified impacts.[35] Environmental impacts to be evaluated include impacts to threatened and endangered species, air and water quality impacts, impacts to historic and cultural sites, and social and economic impacts (e.g., property values, aesthetics, and noise).[36]

The FRA has requested that TCRI conduct environmental examinations of the routes being considered in order to provide information for the EIS, which is a necessary precursor to selection and approval of the final route. Specifically, TCRI needs to walk the proposed acquisition area (identified by the dashed yellow lines on Exhibit A-2) and inspect it for various types of flora and fauna. McCabe Aff., ¶ 11. In addition, TCRI will need to dig 2' x 2' x 2'

---

[32] *Lewis v. Texas Power & Light Co.*, 276 S.W.2d 950, 953 (Tex. Civ. App.—Dallas 1955, writ ref., n.r.e).

[33] Tex. Prop. Code § 21.0113(b).

[34] 42 U.S.C. § 4231, et seq.

[35] 64 Fed. Reg. at 28554.

[36] *Id.* at 28554-556.

holes every 100 yards within the proposed acquisition area in order to inspect the same for potential archeological/historical artifacts. *Id.* at ¶ 11. Those holes will be hand dug by shovel, sifted, and refilled immediately after inspection. *Id.* TCRI will also need to conduct some minor shovel tests in the acquisition area around the body of water in order to obtain information requested by the Army Corps of Engineers. *Id.* These shovel tests will simply entail a spade shot, a visual examination of the earth, and an immediate refilling of the hole following examination. *Id.* Both Section 112.051 and 131.013(b)(1) allow TCRI to conduct an "examination" to determine the suitability of the routes being considered. Without the right to conduct environmental surveys and examinations now, TCRI would be unable to provide information needed by FRA and Army Corps to conduct the evaluations needed to select the most advantageous route and minimize impacts on cultural resources, environmental conditions, wetlands, or other features. McCabe Aff., ¶ 7. This absurd result would clearly contravene legislative intent.

E. TCRI is Entitled to Permanent Injunctive Relief

Pursuant to Section 65.011(1) of the Texas Civil Practice and Remedies Code, injunctive relief is appropriate when the applicant is entitled to the relief sought and such relief requires the restraining of some act prejudicial to the applicant.[37] The grant of a permanent injunction is ordinarily within the trial court's sound discretion but "where the facts conclusively show a party is violating the substantive law, the trial court should enjoin the violation, and in such case, there is no discretion to be exercised."[38] As a matter of law, TCRI is entitled to enter upon

[37] Tex. Civ. Prac. & Rem. Code § 65.011(1); *see Coastal Marine Serv. v. City of Port Neches*, 11 S.W.3d 509, 515 (Tex. App.—Beaumont 2000, no pet.).

[38] *Crain v. Unauthorized Practice of Law Comm. of the Supreme Court of Tex.*, 11 S.W.3d 328, 332 (Tex. App.—Houston [1st Dist.] 1999, pet. denied).

the Property to conduct examinations and surveys and Defendant should be restrained from interfering with TCRI's exercise of this substantive legal right.

TCRI is also entitled to permanent injunctive relief on equitable grounds. TCRI has requested that Defendant allow TCRI entry onto the Property to conduct examinations and surveys necessary to select the most advantageous route for its Project. Defendant refuses to grant TCRI permission to enter onto the Property for these purposes, despite TCRI's legal right to do so. TCRI is entitled to permanent injunctive relief since it has shown it will suffer probable injury by establishing: (1) imminent harm; (2) irreparable injury; and (3) no adequate remedy at law.

1. Imminent Harm.

A prerequisite for injunctive relief is actual injury, the threat of imminent harm, or another's demonstrable intent to do that for which injunctive relief is sought.[39] Mr. House is not threatening to deny TCRI's right to survey, or showing a demonstrable intent to prevent TCRI from surveying and examining his property. Mr. House is currently, actively depriving TRCI of its statutory right to survey and examine his property. This is a 240 mile long interconnected project. McCabe Aff., ¶ 3. The railroad necessarily leaves one property and goes onto another contiguous property. Due to the speed at which the trains are expected to travel, little variances in curvature can be tolerated. *Id.* Without access to the Property to conduct the requisite examinations and surveys, TCRI cannot design its proposed high-speed rail line – much less build it. *Id*. at ¶ 12. By denying TCRI its statutory right to conduct the requisite examinations and surveys, Defendant is causing current and actual harm to TCRI.

---

[39] *Tri-State Pipe and Equipment, Inc. v. Southern County Mut. Ins. Co*., 8 S.W.3d 394, 401 (Tex. App.-Texarkana 1999, no pet).

2. Irreparable Injury.

An injunction is proper when the harm sought to be prevented is irreparable. Irreparable injury has been defined as an injury that cannot be compensated in damages, or an injury that results in damages that cannot be measured by any pecuniary standard.[40] TCRI's purpose for seeking entry to the Property is to perform examinations and surveys that will allow it to determine a suitable location and establish legal boundaries for the proposed high-speed rail line discussed above. Until those examinations and surveys are performed, it is impossible to determine the location of the railroad, the area to be encumbered by the right-of-way, the legal boundaries of any proposed right-of-way, or the feasibility of construction given the natural and cultural resources that may exist on the Property. *Id*. at ¶ 12. Without examination and survey of the Property, there will be no Project. *Id*. at ¶ 12. This would result in some type of monetary damages to TCRI, but at this current stage those monetary damages cannot be adequately measured or calculated. *Id*. at ¶ 12. It would also result in damages to TCRI's operations, goodwill, and reputation that cannot be monetarily measured at all. *Id*. at ¶ 12.

---

[40] *Pipkin v. JVM Oper., L.C.*, 197 B.R. 47, 55 (E.D. Tex. 1996) (holding irreparable injury where economic damage is difficult to calculate, as where party will incur injury to its operations, reputation, and goodwill); *Cho v. Itco, Inc.*, 782 F. Supp. 1183, 1185 (E.D. Tex. 1991) (finding threat of losing customer goodwill may constitute irreparable harm); *Assoc. Gen. Contract v. City of El Paso*, 932 S.W.2d 124, 126 (Tex. App.—El Paso 1996, no writ); *Canteen Corp. v. Republic of Texas Properties, Inc.*, 773 S.W.2d 398, 401 (Tex. App.—Dallas 1989, no writ); *see also Estate of Dilasky*, 972 S.W.2d 763, 767 (Tex. App.—Corpus Christi 1998, no writ) (costs and delay may be factors of irreparable harm); *Liberty Mut. Ins. Co. v. Mustang Tractor & Equip. Co. & Eureka Investment Co.*, 812 S.W.2d 663, 666 (Tex. App.—Houston [14th Dist.] 1997, no writ) (disruption of business can be irreparable harm).

3. No Adequate Remedy at Law.

A party is entitled to injunctive relief when there is no adequate remedy at law.[41] For a remedy to qualify as being adequate, it must give the plaintiff complete, final, and equal relief.[42] If damages cannot be calculated for the harm complained of, or if the Defendant will be unable to pay damages, there is no adequate remedy at law.[43] Defendant's action in obstructing TCRI from completing its examinations and surveys on the Property effectively prevent TCRI from ever completing the Project. *Id*. at ¶ 12. TCRI cannot identify any impediments to the proposed route or the proposed right-of-way which it would seek to purchase from the Defendant without first conducting the necessary examinations and surveys—actions that will cause no harm to Defendant, but which Defendant refuses to allow TCRI to perform. No amount of monetary damages can cure Defendant's denial of access complained of herein.

CONCLUSION

TCRI was formed for the sole purpose of constructing and operating a high-speed passenger train between Dallas and Houston. Over the past four years TCRI has spent countless hours and millions of dollars on this Project. TCRI is a railroad company and an interurban electric railway company as those terms are defined in the Transportation Code. Accordingly, TCRI is entitled to the rights granted to railroad companies and interurban electric railway companies, including the rights to conduct the surveys and examinations necessary to select the most advantageous route for the proposed railway.

---

[41] *Fasken v. Darby*, 901 S.W.2d 591, 592 (Tex. App.—El Paso 1995, no writ).

[42] *See Henderson v. KARTS, Inc*., 822 S.W.2d 769, 773 (Tex. App.—Houston [1st Dist.] 1992, no writ).

[43] *Texas Indus. Gas v. Phoenix Metallurgical Corp*., 828 S.W.2d 529, 533 (Tex. App.—Houston [1st Dist.] 1992, no writ).

Because TCRI is entitled to these rights as a matter of law, this Court should grant this Traditional Motion for Summary Judgment and grant TCRI a summary judgment ordering and declaring that:

a. TCRI is a "railroad company" as defined in Section 81.002 of the Texas Transportation Code;

b. TCRI is an "interurban electric railway" as set forth in Section 131.011;

c. TCRI has the right to conduct surveys and any other examinations required in order to select the most advantageous route for its new proposed railway. Tex. Transp. Code §§ 112.051, 131.013; and

d. Defendant is permanently enjoined from interfering with the surveys and examinations that TCRI needs to conduct on the Property in order to select the most advantageous route for its new proposed railway.

PRAYER

WHEREFORE PREMISES CONSIDERED, Plaintiff Texas Central Railroad & Infrastructure, Inc., respectfully requests that that this motion for summary judgment be granted, that it be awarded costs of court, and that it be granted all other legal and equitable relief to which it is justly entitled.

Respectfully submitted,

/s/ Robert Neblett

JACKSON WALKER L.L.P.
100 Congress Avenue, Suite 1100
Austin, Texas 78701
512-236-2000
Fax No. 512-236-2002
Robert B. Neblett III—14849300
rneblett@jw.com
William Powers, Jr.—16218850
bpowers@jw.com
Susan Dillon Ayers – 24028302
sayers@jw.com
W. Brad Anderson—24055106
banderson@jw.com

JACKSON WALKER L.L.P.
1401 McKinney Street, Suite 1900
Houston, Texas 77010
713-752-4200
Fax No. 713-752-4221
Scott R. McLaughlin - 00791234
smclaughlin@jw.com

ATTORNEYS FOR TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.

CERTIFICATE OF SERVICE

This is to certify that on this the 19th day of October 2016, a true and correct copy of the foregoing document was served via:

E-Service

Blake Beckham
Patrick McShan
The Beckham Group
3400 Carlisle, Suite 550
Dallas, TX 75204
T: 214 965 9300 | F: 214 965 9301
patrick@beckham-group.com

Glenn Sodd
Jason Sodd
Jody McSpadden
DAWSON & SODD, LLP
121 N. Main
P.O. Box 837
Corsicana, Texas 75151
jasonsodd@dawsonsodd.com

/S/ Robert Neblett

Robert B. Neblett III

EXHIBIT “A”

AFFIDAVIT OF SHAUN MCCABE

STATE OF TEXAS §
§
COUNTY OF TRAVIS §

BEFORE ME, the undersigned authority, personally appeared Shaun McCabe, who, being by me duly sworn, testified as follows:

1. "My name is Shaun McCabe. I am a resident of Dallas, Texas. I am over 21 years of age, of sound mind, with personal knowledge of the following facts, and fully competent to testify.

2. "I am employed by Texas Central Railroad & Infrastructure, Inc. ("TCRI") and hold the position of Vice President. I have held that position since 2012. I have knowledge of the operations of TCRI from its formation to present day, and the efforts TCRI has undertaken and continues to undertake in order to construct and operate a high-speed passenger train.

3. "TCRI is a Texas corporation. It was formed in 2012 for the purpose of constructing, operating and maintaining a 240-mile long high-speed passenger railway that connects Dallas/Fort Worth and Houston (the "Project"). Attached as Exhibit "A-1" to this affidavit is a true and correct copy of TCRI's Amended Articles of Incorporation filed in 2015, which state that TCRI was formed to "build, maintain and operate an interurban electric railroad." Once constructed, the state-of-the-art Shinkansen technology will allow the train to travel at speeds approaching 200 miles per hour, resulting in a travel time from Houston to Dallas of less than 90 minutes. Those speeds mean that little variance in curvature of the route can be tolerated. Since its formation, TCRI has been working diligently to perform the tasks necessary to construct and operate the Project. Today, there are nearly 100 technical experts engaged in the Project, and 200 employees, contractors and subcontractors working on the Project. Over the past four years, TCRI and its affiliates have or are actively:

(a) Engaging the Federal Railroad Administration ("FRA") in the federal rule making process in an effort to secure safety rules for high speed rail; (b) Engaging numerous subject matter experts related to the design and engineering for the Project and facilitating numerous site visits to Japan so that the regulators could familiarize themselves with the Shinkansen technology; (c) Engaging the Army Corps of Engineers related to the relevant water body and wetlands studies needed to ultimately secure the required permits from the Army Corps of Engineers; (d) Studying multiple routes and facilitating the necessary analysis related to the routes designated by the FRA for analysis pursuant to the National Environmental Policy Act ("NEPA"); (e) Participating in 27 town hall meetings and a dozen FRA led scoping meetings related to the Project; (f) Participating in over 500 public presentations related to the Project; (g) Actively surveying properties along the routes being analyzed by the FRA—having completed over 2,000 surveys to date; (h) Actively negotiating with vendors regarding the procurement of rolling stock; and (i) Entering into hundreds of option agreements to purchase land in each of the 10 counties crossed by routes being considered for the proposed rail line."

4. "The engagement with the FRA to create new safety rules for the Project, triggered the NEPA and the need for an environmental review and environmental impact statement ("EIS"). Since June of 2014, TCRI and its affiliates have been engaged with the FRA and various stakeholders, including numerous state and federal agencies, to gather information regarding the environmental impact of its Project. As part of its review, the FRA is analyzing reasonable alternatives, including six different possible routes for the high-speed passenger train."

5. "At the same time, TCRI and its affiliates have been working with the United States Army Corps of Engineers ("Army Corps") to secure the necessary permits that will be required to construct its railway over the various waters of the United States that will be crossed along its proposed 240-mile long route. In order to obtain information to satisfy the environmental review and permitting process, the FRA and the Army Corps have requested the physical inspection of the routes being considered for the proposed rail line. Since January of 2016, TCRI has been actively conducting the requisite on-the-ground surveys and examinations and has, to date, conducted over 2,000 surveys and examinations in an effort to ensure that the routes will support the Project."

6. "Furthermore, TCRI is actively entering into voluntary option agreements to secure the right to purchase right-of-way needed to construct the railroad, and, as of execution of this affidavit, has negotiated options to purchase hundreds of properties. Like surveying and examining for a proposed route, acquiring the right to purchase land needed for the railway is a business operation that must be engaged in prior to constructing the railroad on which trains will travel and for which tickets will be sold."

7. "It would not be possible or feasible to acquire right of way, build a railroad, or put a train on a track until the tasks set forth in Paragraphs 3-6 are completed. If TCRI is not able to conduct surveys on landowner's property, including Mr. House's property, then TCRI would be unable to provide information needed by FRA and the Army Corps to conduct the evaluations needed to select the most advantageous route and minimize impacts on cultural resources, environmental conditions, wetlands, or other features."

8. "TCRI does not currently own any rolling stock and has not constructed a depot station or any train track. TCRI cannot construct any track until the EIS is completed. It is not practical for TCRI to spend resources on these items until it performs and completes the preliminary tasks set forth in Paragraphs 3-6 herein."

9. "TCRI has developed a process for coordinating surveys and examination of property. First, one of TCRI's agents will reach out to the landowner to meet in person and discuss the Project and also to request permission to enter the landowner's property in order to conduct the survey. The landowner is then presented with a survey permission form that, if executed by the landowner, will allow TCRI and its agent(s) to conduct the surveys and examinations necessary to select the most advantageous route for the proposed railway. TCRI consistently works with landowners to modify the survey permission form in a way that provides TCRI access to conduct the activities it needs to conduct, while providing the landowners with assurances that said work will be done in the least invasive way possible."

10. "TCRI needs to conduct several types of surveys and examinations of Mr. House's property. First TCRI needs to conduct a lineal survey of the boundary of the property and the boundary of the proposed acquisition area, which is identified by the dashed yellow lines on Exhibit A-2. The lineal survey may require the use of a hand shovel to help locate pre-existing monuments which may be buried along the property's boundary. The lineal survey is necessary to provide an adequate legal description of the proposed acquisition area."

11. "In order to provide information required by FRA and the Army Corps, TCRI also needs to walk proposed acquisition area and inspect it for various types of flora and fauna. In addition, TCRI will need to dig 2' x 2' x 2' holes every 100 yards within the proposed acquisition area in order to inspect the same for potential archeological/historical artifacts. Those holes would be hand dug by shovel, sifted, and refilled immediately after inspection. TCRI will also need to conduct some minor shovel tests in the acquisition area around the body of water in order to obtain information requested by the Army Corps of Engineers. These shovel test would simply entail a spade shot, a visual examination of the earth, and an immediate refilling of the hole following examination."

12. "Without the surveys and examinations discussed above, it would be impossible for TCRI to determine the final location and design of the railroad, the area to be encumbered by the right-of-way, the legal boundaries of any proposed right-of-way, or the feasibility of construction given the natural and cultural resources that may exist on the Property. Without examination and survey of the Property, there will be no Project. This would result in some type of monetary damages to TCRI, but at this current stage those monetary damages cannot be adequately measured or calculated. It would also result in damages to TCRI's operations, goodwill, and reputation that cannot be monetarily measured at all."

"Further affiant sayeth not."

Shaun McCabe

SUBSCRIBED AND SWORN TO BEFORE ME on this the 19th day of October, 2016.

MICHELLE WYMAN
Notary Public, State of Texas
Comm. Expires 06-20-2020
Notary ID 12008917

Notary Public
State of Texas

My commission expires: 6/20/2020

EXHIBIT “A-1”

Corporations Section
P.O.Box 13697
Austin, Texas 78711-3697

Carlos H. Cascos
Secretary of State

Office of the Secretary of State

The undersigned, as Secretary of State of Texas, does hereby certify that the attached is a true and correct copy of each document on file in this office as described below:

Texas Central Railroad & Infrastructure, Inc.
Filing Number: 801704184

Certificate of Amendment

January 21, 2015

In testimony whereof, I have hereunto signed my name officially and caused to be impressed hereon the Seal of State at my office in Austin, Texas on March 30, 2016.

Carlos H. Cascos
Secretary of State

Form 424 **(Revised 05/11)** Submit in duplicate to: Secretary of State P.O. Box 13697 Austin, TX 78711-3697 512 463-5555 FAX: 512/463-5709 **Filing Fee: See instructions**	**Certificate of Amendment**	This space reserved for office use. FILED In the Office of the Secretary of State of Texas JAN 21 2015 Corporations Section

Entity Information

The name of the filing entity is:

TXHS Railroad, Inc.

State the name of the entity as currently shown in the records of the secretary of state. If the amendment changes the name of the entity, state the old name and not the new name.

The filing entity is a: (Select the appropriate entity type below.)

- ☒ For-profit Corporation
- ☐ Nonprofit Corporation
- ☐ Cooperative Association
- ☐ Limited Liability Company
- ☐ Professional Corporation
- ☐ Professional Limited Liability Company
- ☐ Professional Association
- ☐ Limited Partnership

The file number issued to the filing entity by the secretary of state is: 801704184

The date of formation of the entity is: 12/20/2012

Amendments

1. Amended Name

(If the purpose of the certificate of amendment is to change the name of the entity, use the following statement)

The amendment changes the certificate of formation to change the article or provision that names the filing entity. The article or provision is amended to read as follows:

The name of the filing entity is: (state the new name of the entity below)

Texas Central Railroad & Infrastructure, Inc.

The name of the entity must contain an organizational designation or accepted abbreviation of such term, as applicable.

2. Amended Registered Agent/Registered Office

The amendment changes the certificate of formation to change the article or provision stating the name of the registered agent and the registered office address of the filing entity. The article or provision is amended to read as follows:

Registered Agent
(Complete either A or B, but not both. Also complete C.)

☐ A. The registered agent is an organization (cannot be entity named above) by the name of:

OR

☐ B. The registered agent is an individual resident of the state whose name is:

First Name *M.I.* *Last Name* *Suffix*

The person executing this instrument affirms that the person designated as the new registered agent has consented to serve as registered agent.

C. The business address of the registered agent and the registered office address is:

Street Address (No P.O. Box) *City* *State* *Zip Code*

TX

3. Other Added, Altered, or Deleted Provisions

Other changes or additions to the certificate of formation may be made in the space provided below. If the space provided is insufficient, incorporate the additional text by providing an attachment to this form. Please read the instructions to this form for further information on format.

Text Area (The attached addendum, if any, is incorporated herein by reference.)

☐ **Add** each of the following provisions to the certificate of formation. The identification or reference of the added provision and the full text are as follows:

☒ **Alter** each of the following provisions of the certificate of formation. The identification or reference of the altered provision and the full text of the provision as amended are as follows:

Article 5 - Purpose is amended and restated in its entirety to read as follows:

"The purpose for which the corporation is organized is to plan, build, maintain and operate an interurban electric railroad, and to conduct or promote any other lawful businesses or purposes that a corporation is legally allowed to conduct or promote, within this state or any other jurisdiction."

☐ **Delete** each of the provisions identified below from the certificate of formation.

Statement of Approval

The amendments to the certificate of formation have been approved in the manner required by the Texas Business Organizations Code and by the governing documents of the entity.

Effectiveness of Filing (Select either A, B, or C.)

A. ☒ This document becomes effective when the document is filed by the secretary of state.

B. ☐ This document becomes effective at a later date, which is not more than ninety (90) days from the date of signing. The delayed effective date is: _____

C. ☐ This document takes effect upon the occurrence of a future event or fact, other than the passage of time. The 90th day after the date of signing is: _____

The following event or fact will cause the document to take effect in the manner described below:

Execution

The undersigned signs this document subject to the penalties imposed by law for the submission of a materially false or fraudulent instrument and certifies under penalty of perjury that the undersigned is authorized under the provisions of law governing the entity to execute the filing instrument.

Date: _____

By: _____

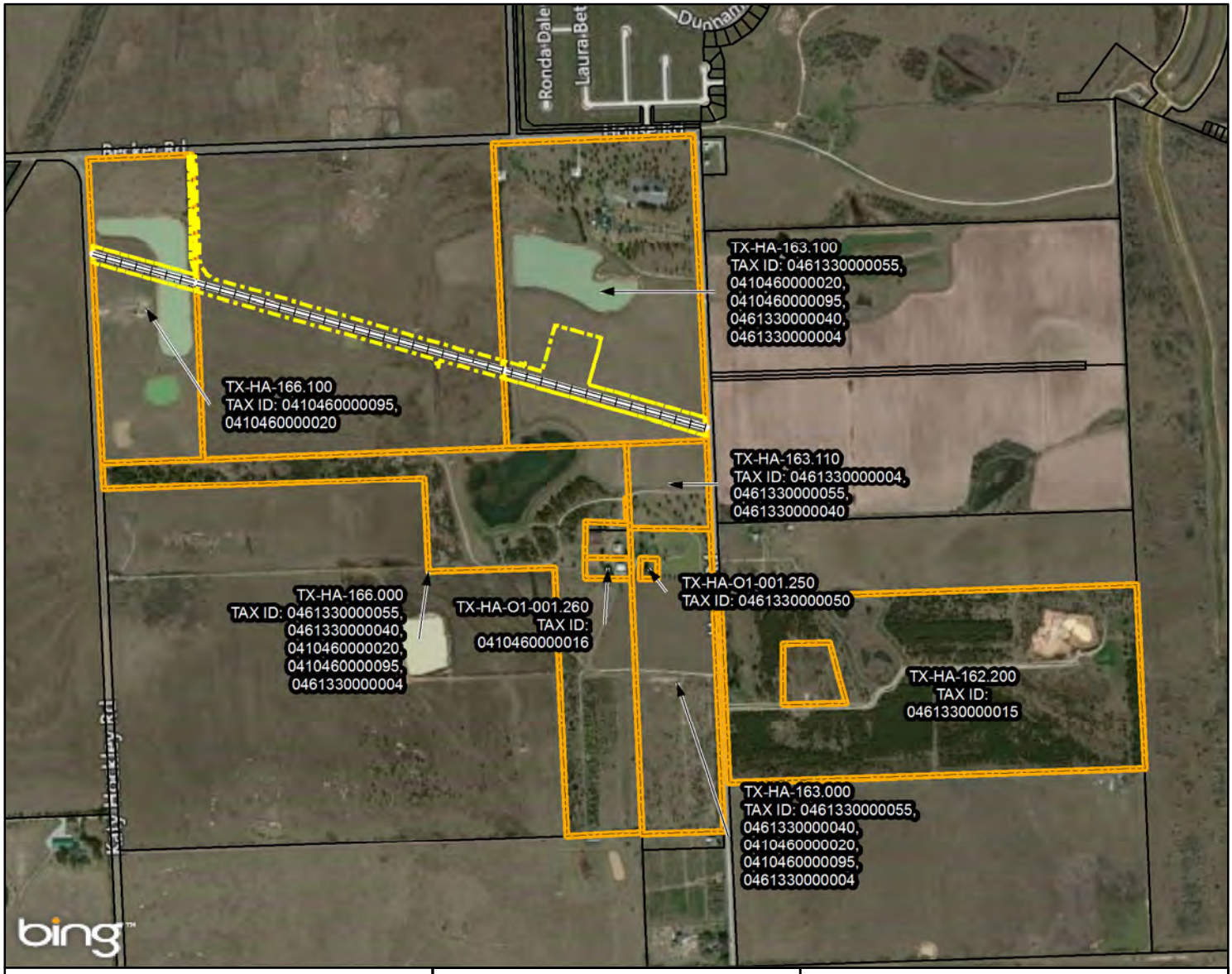
Signature of authorized person

Mark M. Walker

Printed or typed name of authorized person (see instructions)

EXHIBIT “A-2”

TRACTS TO BE SURVEYED
HARRIS COUNTY, TX



ROW LENGTH: 2404.046 FT.
TRACT ACREAGE: 330 AC.+/-
RIGHT OF WAY: 10.369 AC.
TEMPORARY WORKSPACE: 0 AC.

AREAL CALCULATIONS AND LINEAR DISTANCES WERE CALCULATED USING: NAD1983 (2011) STATE PLANE ZONE TEXAS S CENTRAL FIPS 4204 (US FEET)

TRACT NO.:

TX-HA-162.200, TX-HA-163.000, TX-HA-163.100, TX-HA-163.110, TX-HA-166.000, TX-HA-166.100, TX-HA-O1-001.250, TX-HA-O1-001.260

N

0 1,000 2,000 Feet

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE INC.

OWNER NAME:

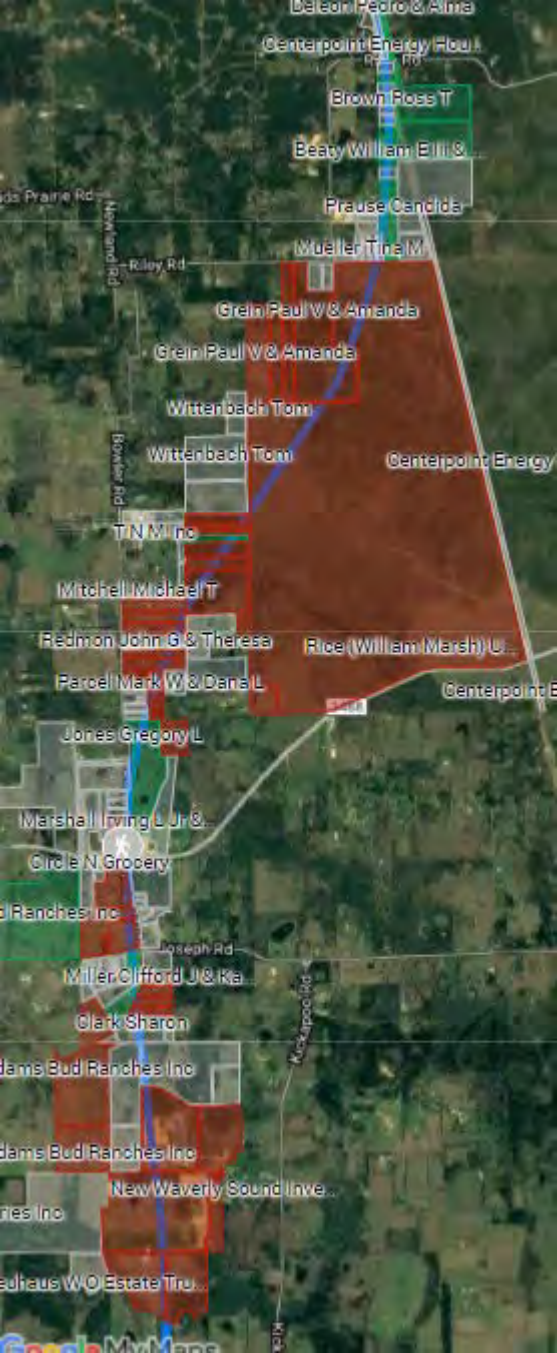
CALVIN V. HOUSE

ALIGNMENT
RIGHT OF WAY
TEMPORARY WORKSPACE
PROPERTY BOUNDARIES
NEIGHBORING TRACTS

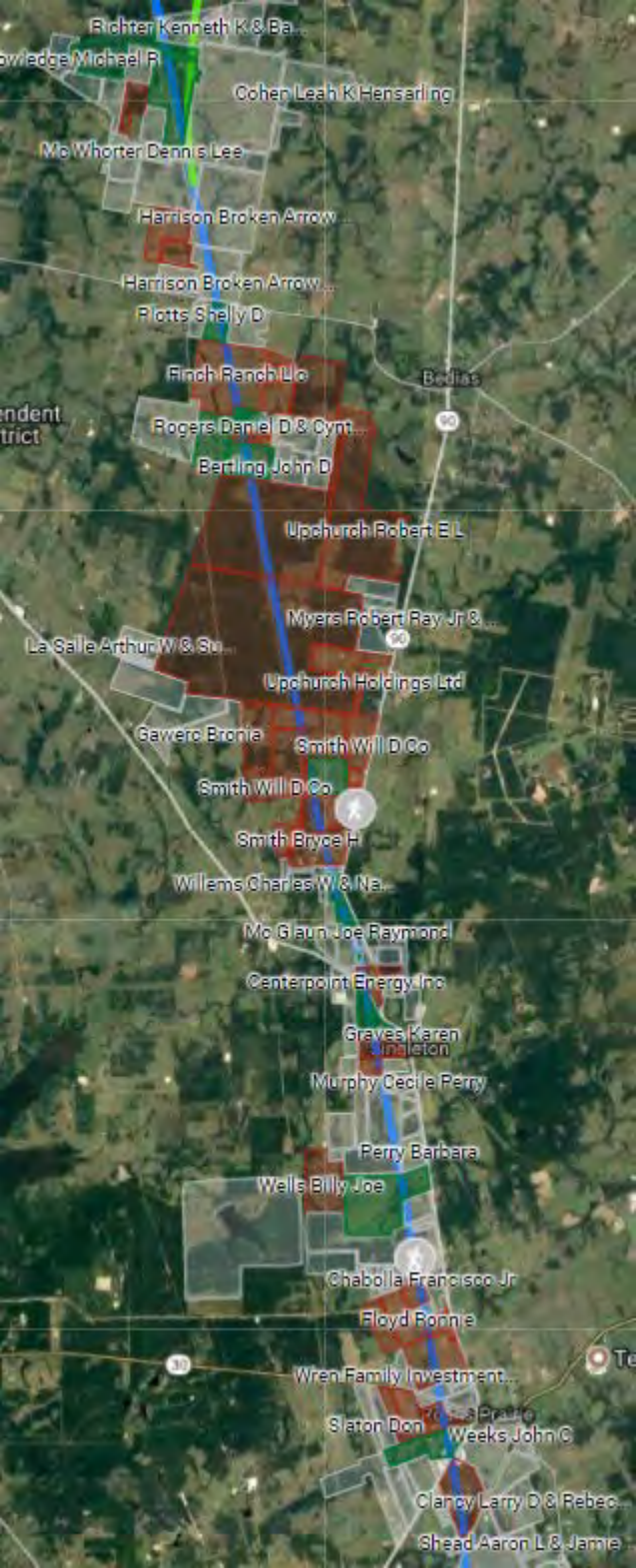
THIS MAP IS FOR INFORMATION PURPOSES. DISTANCES IN THIS MAP ARE APPROXIMATIONS ONLY AND SHOULD NOT BE USED FOR AUTHORITATIVE DEFINITION OF LEGAL BOUNDARY OR PROPERTY TITLE.

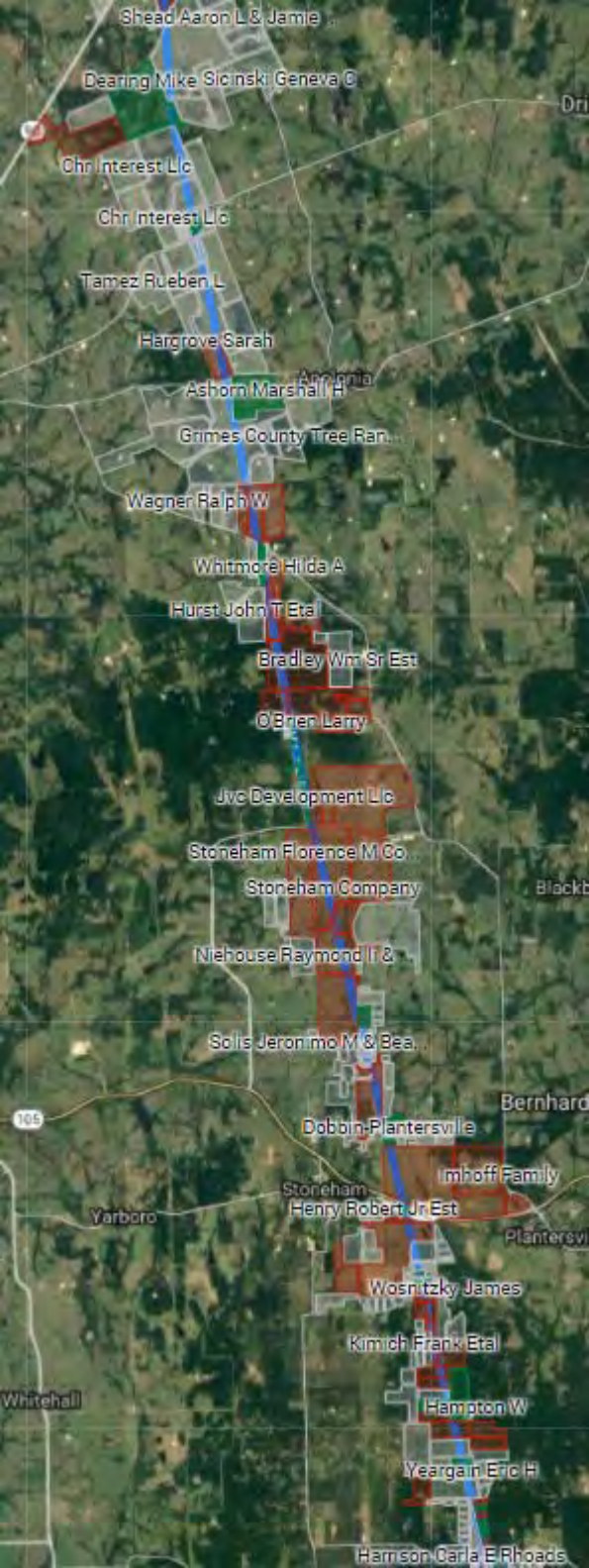
Exhibit C

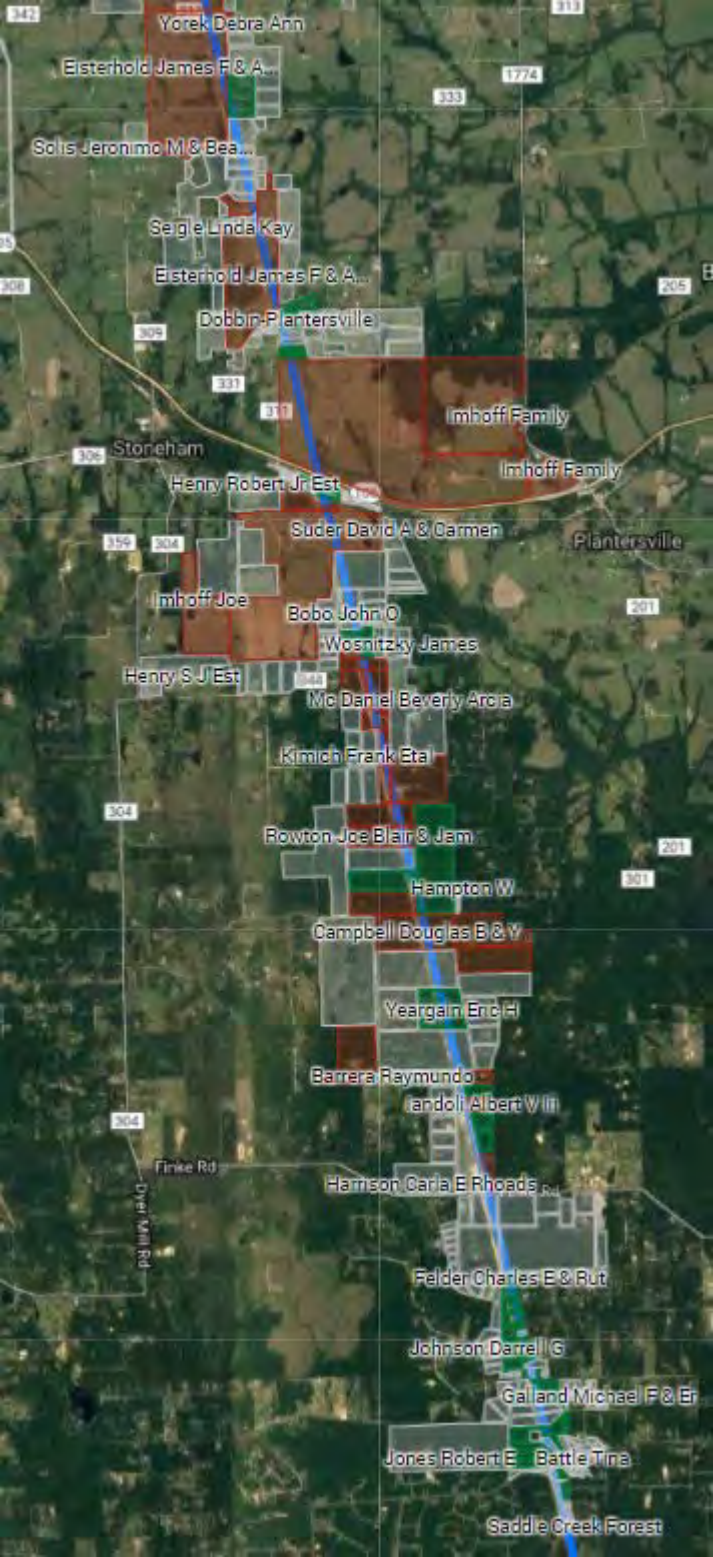
Waller County Overview


Centerpoint Energy Hou...
Brown Ross T
Beaty William E II &...
Prause Candida
Mueller Tina M
Riley Rd
Grein Paul V & Amanda
Grein Paul V & Amanda
Wittenbach Tom
Wittenbach Tom
Centerpoint Energy
T N M Inc
Mitchell Michael T
Redmon John G & Theresa
Rice (William Marsh) U...
Parcel Mark W & Dana L
Jones Gregory L
Marshall Irving L Jr &...
Circle N Grocery
Joseph Rd
Miller Clifford J & Ka...
Clark Sharon
New Waverly Sound Inve...

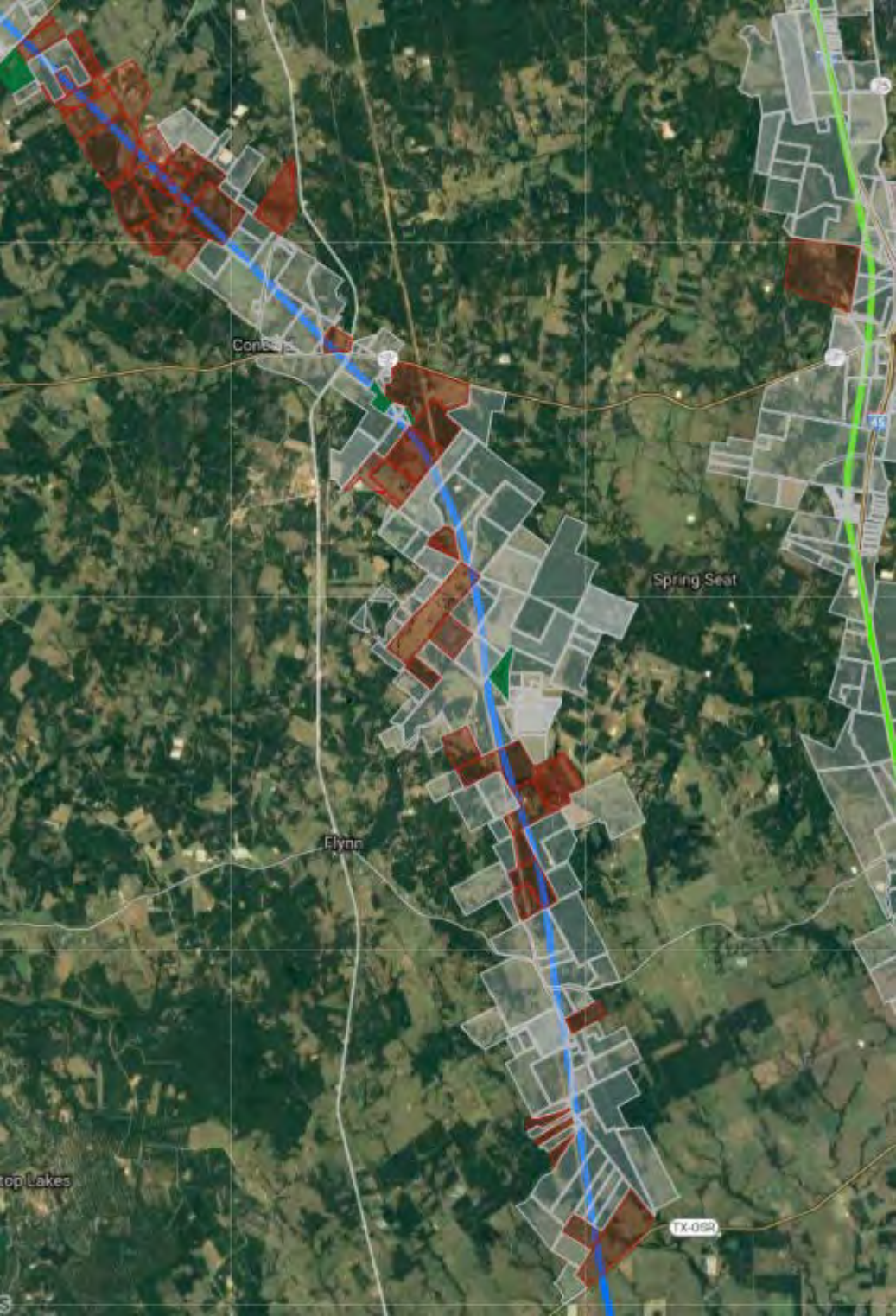
Grimes County Overview


Richter Kenneth K & Ba...
Cohen Leah K Hensarling
Mc Whorter Dennis Lee
Harrison Broken Arrow...
Harrison Broken Arrow...
Plotts Shelly D
Finch Ranch Llc
Bedias
Rogers Daniel D & Cynt...
Bertling John D
Upchurch Robert E L
Myers Robert Ray Jr &...
La Salle Arthur W & Su...
Upchurch Holdings Ltd
Gaverc Bronie
Smith Will D Co
Smith Will D Co
Smith Bryce H
Willems Charles W & Na...
Mc Glaun Joe Raymond
Centerpoint Energy Inc
Graves Karen
Murphy Cecile Perry
Perry Barbara
Wells Billy Joe
Chabolla Francisco Jr
Floyd Bonnie
Wren Family Investment...
Slaton Don
Weeks John C
Clancy Larry D & Rebec...
Shead Aaron L & Jamie

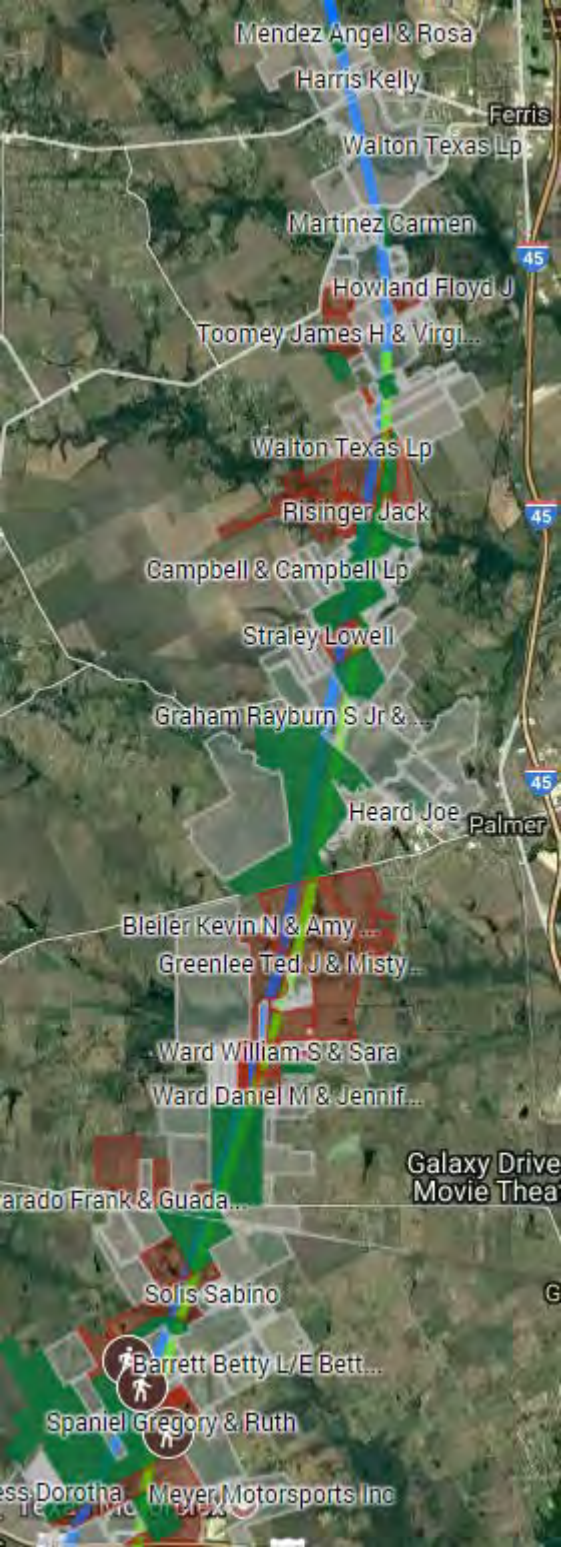

Shead Aaron L & Jamie
Dearing Mike Sicinski Geneva C
Chr Interest Llc
Chr Interest Llc
Tamez Rueben L
Hargrove Sarah
Ashorn Marshall H
Grimes County Tree Ran...
Wagner Ralph W
Whitmore Hilda A
Hurst John T Etal
Bradley Wm Sr Est
O'Brien Larry
Jvc Development Llc
Stoneham Florence M Co
Stoneham Company
Niehouse Raymond T &
Solis Jeronimo M & Bea...
Dobbin-Plantersville
Imhoff Family
Stoneham Henry Robert Jr Est
Yarboro
Wosnitzky James
Kimich Frank Etal
Hampton W
Yeargain Eric H
Harrison Carla E Rhoads
Bernhard
Plantersvi
Whitehall
105

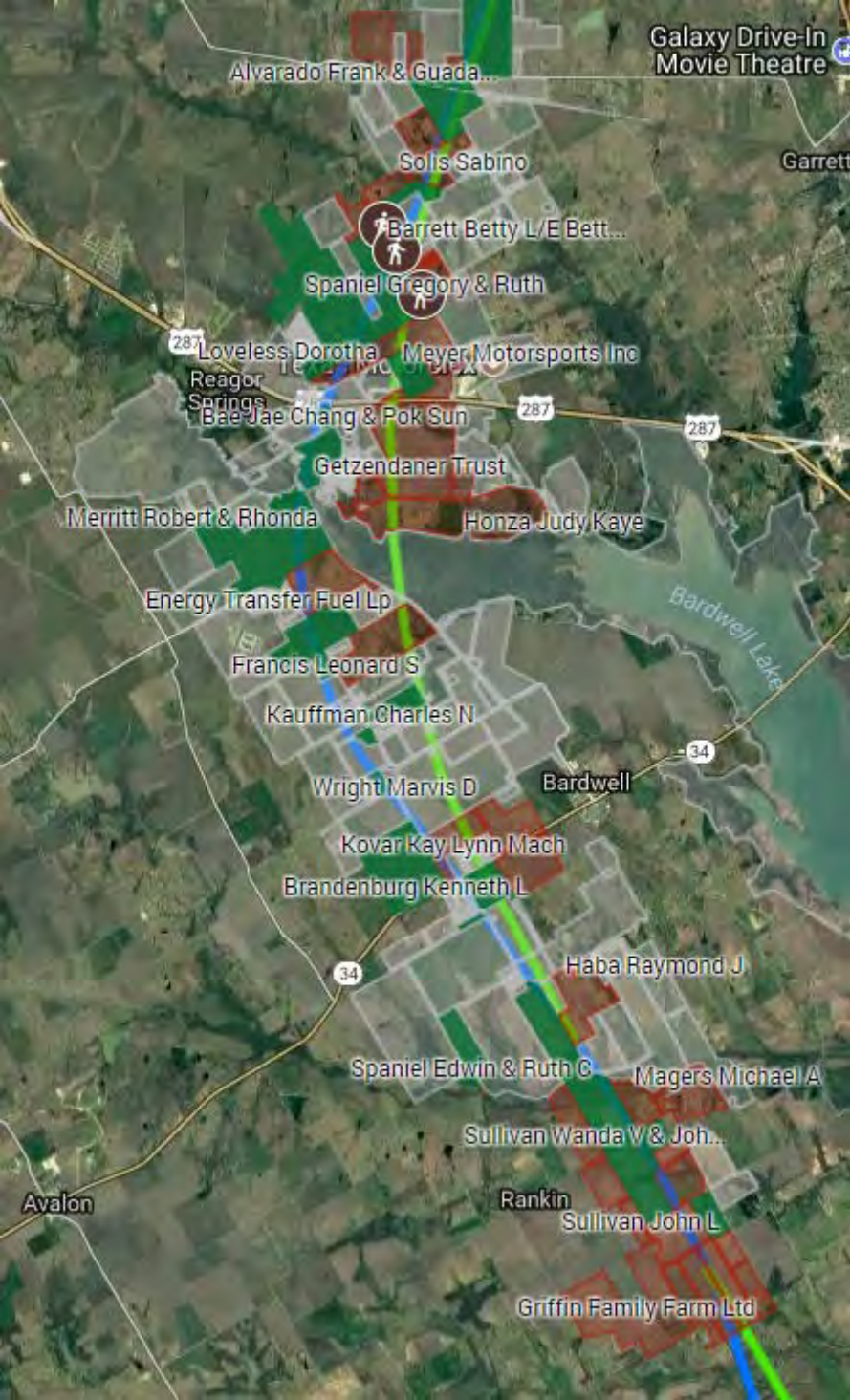

Yorek Debra Ann
Eisterhold James F & A...
Solis Jeronimo M & Bea...
Seigle Linda Kay
Eisterhold James F & A...
Dobbin-Plantersville
Imhoff Family
Imhoff Family
Stoneham
Henry Robert Jr Est
Suder David A & Carmen
Plantersville
Imhoff Joe
Bobo John O
Wosnitzky James
Henry S J Est
Mc Daniel Beverly Arcia
Kimich Frank Etal
Rowton Joe Blair & Jam
Hampton W
Campbell Douglas B & V
Yeargain Eric H
Barrera Raymundo
Tandoi Albert W III
Finke Rd
Dyer Mill Rd
Harrison Carla E Rhoads
Felder Charles E & Rut
Johnson Darrell G
Galland Michael F & Er
Jones Robert E
Battle Tina
Saddle Creek Forest
342
313
1774
333
308
205
309
331
311
306
359
304
201
644
304
201
301
304
304

Leon County Overview

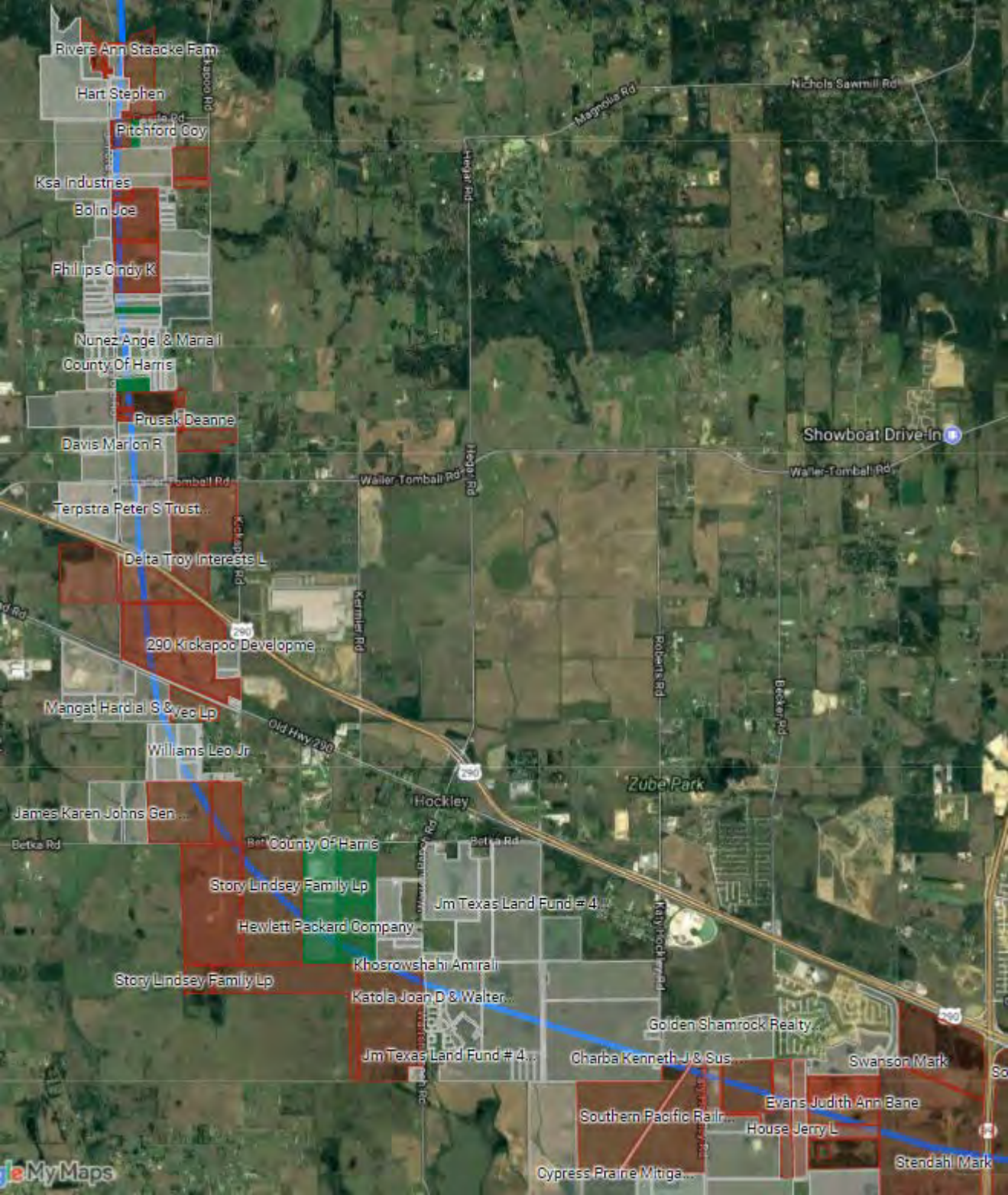

Spring Seat
Flynn
TX-6SR

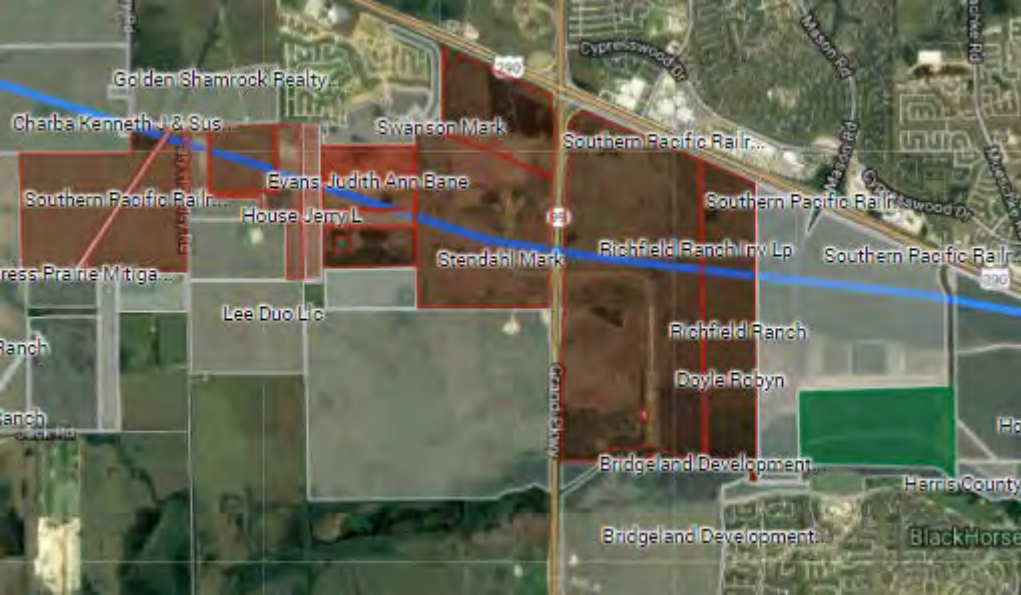
Ellis County Overview


Mendez Angel & Rosa
Harris Kelly
Ferris
Walton Texas Lp
Martinez Carmen
45
Howland Floyd J
Toomey James H & Virgi...
Walton Texas Lp
Risinger Jack
45
Campbell & Campbell Lp
Straley Lowell
Graham Rayburn S Jr & ...
45
Heard Joe
Palmer
Bleiler Kevin N & Amy ...
Greenlee Ted J & Misty...
Ward William S & Sara
Ward Daniel M & Jennif...
Galaxy Drive
Movie Thea
arado Frank & Guada...
Solis Sabino
Barrett Betty L/E Bett...
Spaniel Gregory & Ruth
Meyer Motorsports Inc

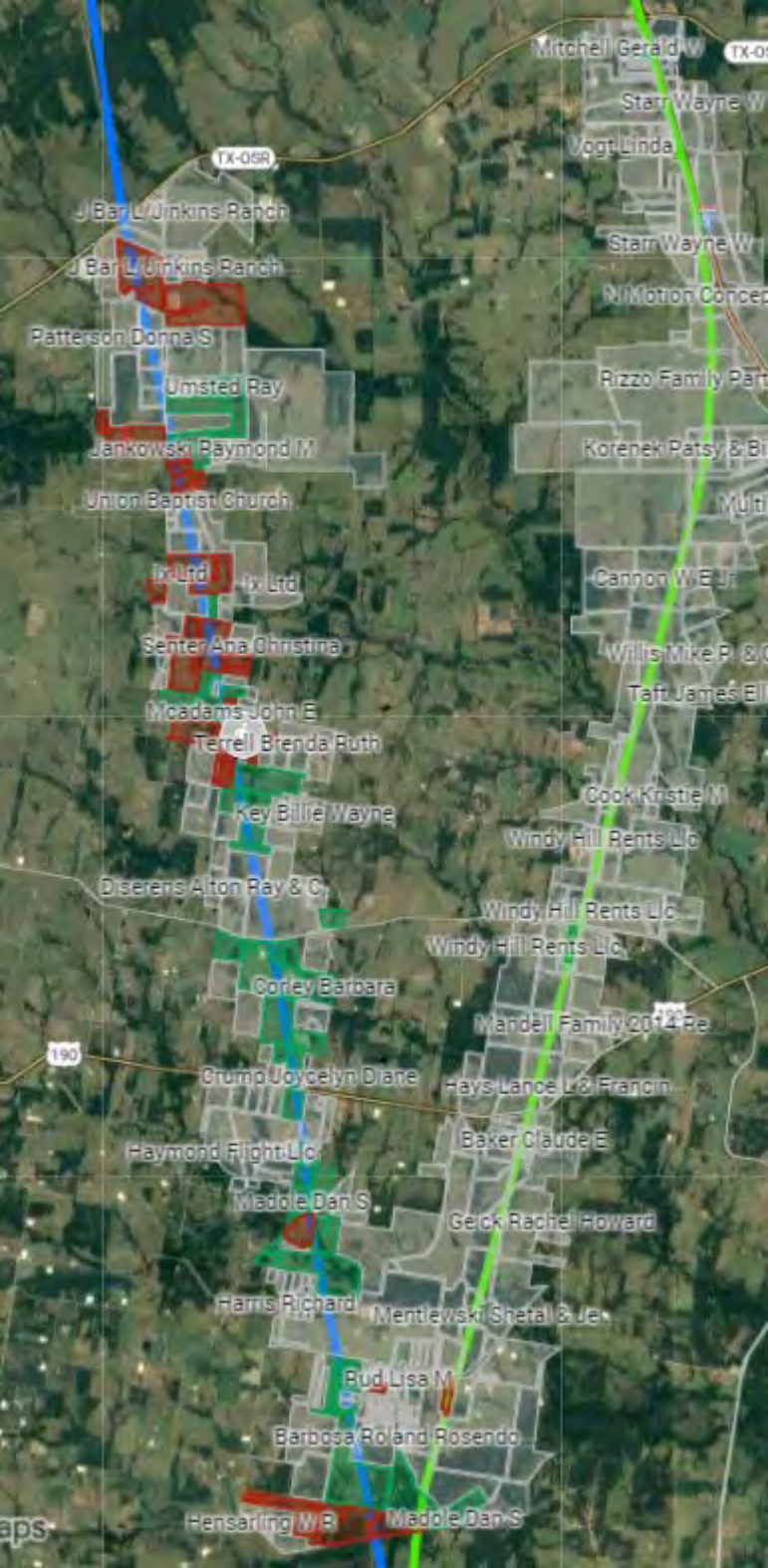

Galaxy Drive-In Movie Theatre
Alvarado Frank & Guada...
Solis Sabino
Garrett
Barrett Betty L/E Bett...
Spaniel Gregory & Ruth
287
Loveless Dorothia
Meyer Motorsports Inc
Reagor Springs
Bae Jae Chang & Pok Sun
287
287
Getzendaner Trust
Merritt Robert & Rhonda
Honza Judy Kaye
Energy Transfer Fuel Lp
Bardwell Lake
Francis Leonard S
Kauffman Charles N
34
Wright Marvis D
Bardwell
Kovar Kay Lynn Mach
Brandenburg Kenneth L
34
Haba Raymond J
Spaniel Edwin & Ruth C
Magers Michael A
Sullivan Wanda V & Joh...
Avalon
Rankin
Sullivan John L
Griffin Family Farm Ltd

Harris County Overview

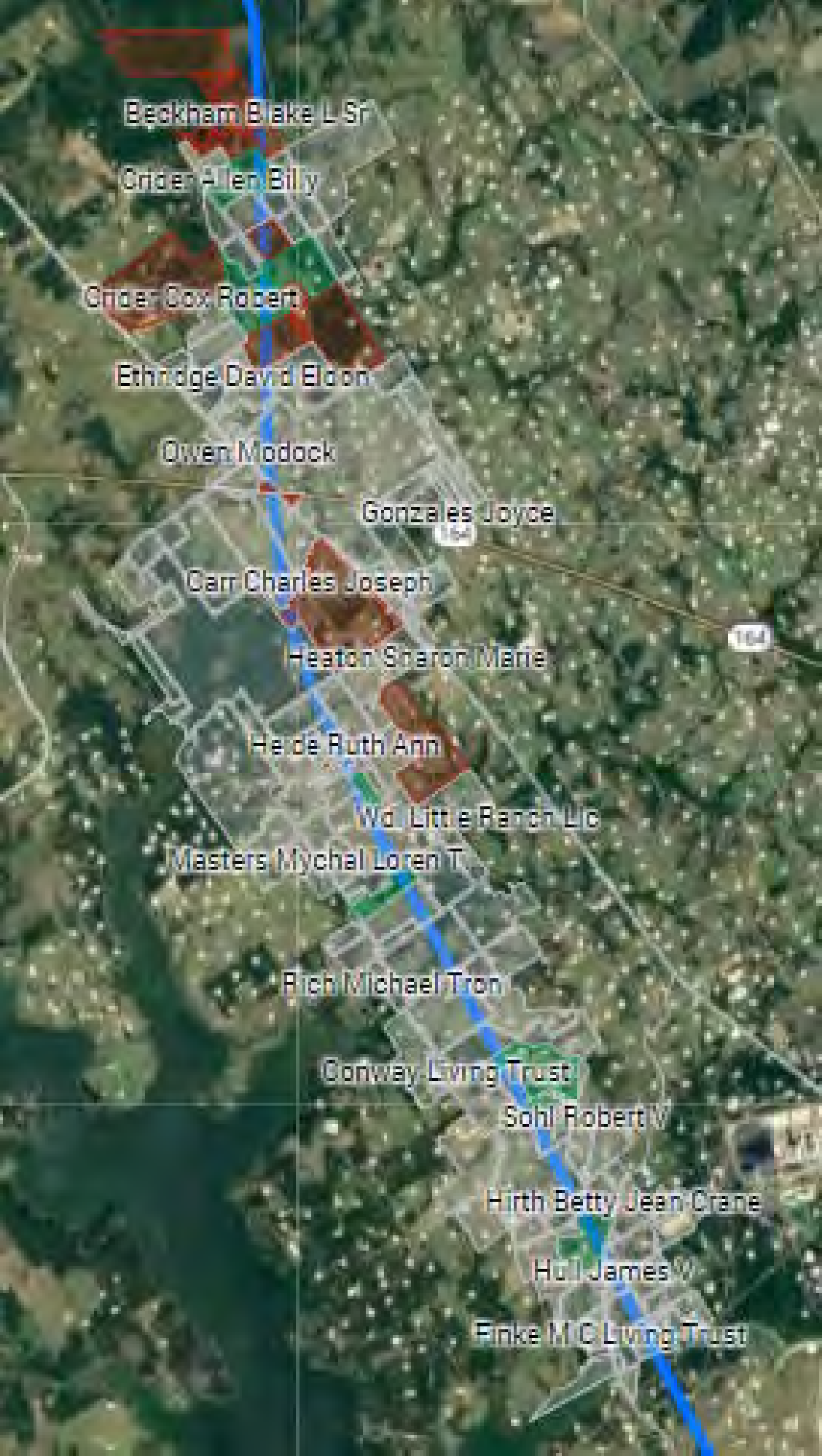

Rivers Ann Staacke Fam
Hart Stephen
Pitchford Coy
Ksa Industries
Bolin Joe
Phillips Cindy K
Nunez Angel & Maria I
County Of Harris
Prusak Deanne
Davis Marion R
Terpstra Peter S Trust...
Delta Troy Interests L...
290 Kickapoo Developme...
Mangat Hardial S & Yec Lp
Williams Leo Jr
James Karen Johns Gen...
County Of Harris
Story Lindsey Family Lp
Hewlett Packard Company
Khosrowshahi Amirali
Story Lindsey Family Lp
Katola Joan D & Walter...
Jm Texas Land Fund # 4...
Jm Texas Land Fund # 4...
Charba Kenneth J & Sus...
Golden Shamrock Realty...
Swanson Mark
Evans Judith Ann Bane
Southern Pacific Railr...
House Jerry L
Stendahl Mark
Cypress Prairie Mitiga...
Showboat Drive-In
Hockley
Zube Park
Magnolia Rd
Nichols Sawmill Rd
Waller-Tomball Rd
Old Hwy 290
Kickapoo Rd
Kenyon Rd
Roberts Rd
Becker Rd
Betka Rd
Katy-Hockley Rd
290
Google My Maps


Golden Shamrock Realty...
Charba Kenneth J & Sus...
Swanson Mark
Southern Pacific Railr...
Evans Judith Ann Bane
Southern Pacific Railr...
House Jerry L
Southern Pacific Railr...
Richfield Ranch Inv Lp
Southern Pacific Railr...
Stendahl Mark
Lee Duo Llc
Richfield Ranch
Doyle Robyn
Bridgeland Development...
Harris County
Bridgeland Development...
Cypresswood Dr
Mason Rd
Mason Rd
Cypresswood Dr
Barker Cypress Rd
Barker Cypress Rd
Grand Parkway
290
290
99

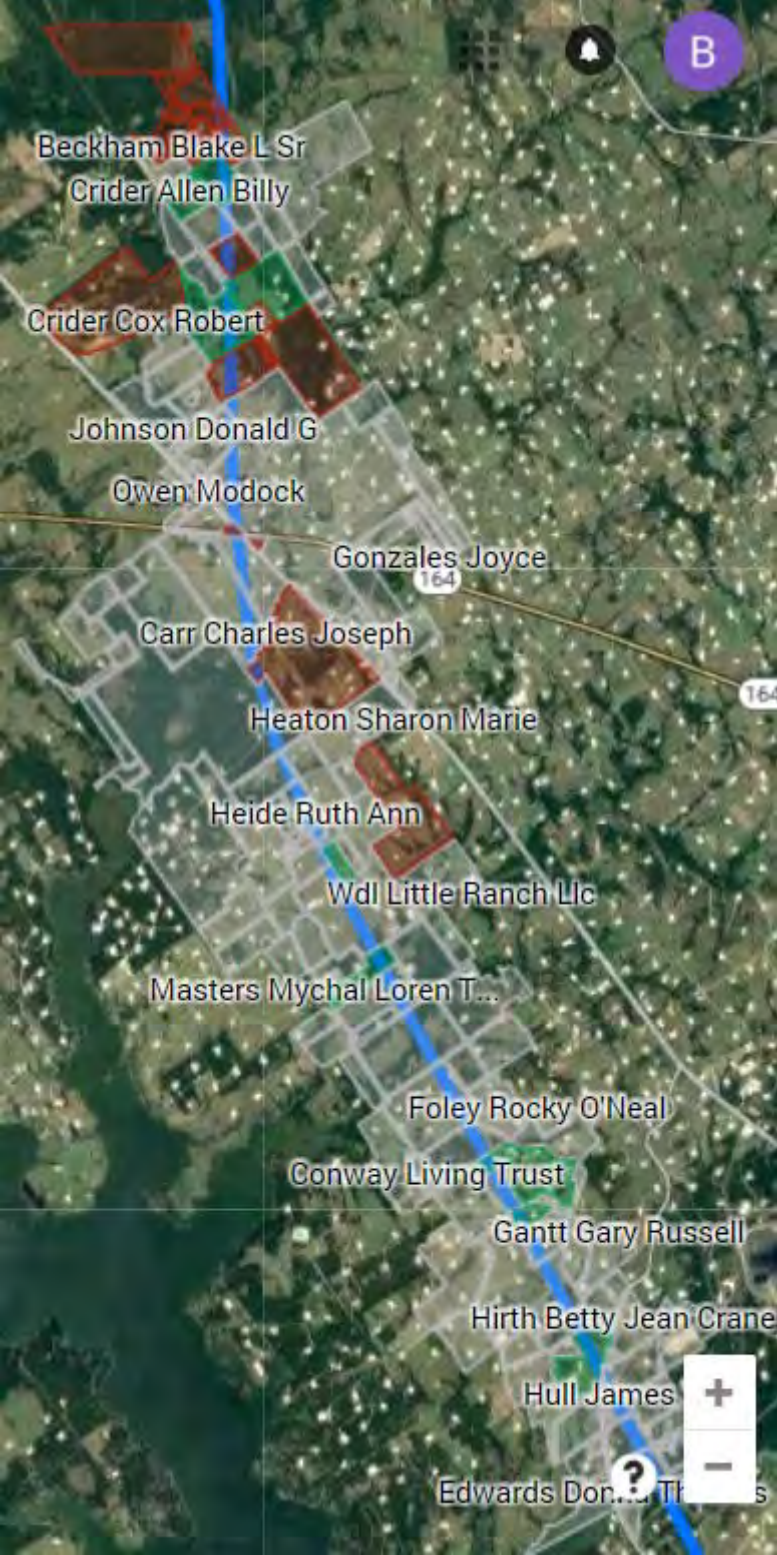
Madison County Overview


Mitchell Gerald W
TX-05
Starr Wayne W
Vogt Linda
TX-05R
J Bar L Jinkins Ranch
Starr Wayne W
J Bar L Jinkins Ranch
Patterson Donna S
Umsted Ray
Rizzo Family Part
Jankowski Raymond M
Korenek Patsy & Bi
Union Baptist Church
Cannon W E Jr
Tx Ltd
Tx Ltd
Senter Ana Christina
Willie Mike P & C
Taft James El
Mcadams John E
Terrell Brenda Ruth
Cook Kristie M
Key Billie Wayne
Windy Hill Rents Llc
Diserens Alton Ray & C
Windy Hill Rents Llc
Windy Hill Rents Llc
Corley Barbara
Mandell Family 2014 Re
190
Crump Joycelyn Diane
Hays Lance L & Francin
Baker Claude E
Haymond Flight Llc
Maddie Dan S
Geick Rachel Howard
Harris Richard
Mentlewski Sheral & Je
Rud Lisa M
Barbosa Roland Rosendo
Hensarling W R
Maddie Dan S
aps

Limestone County Overview


Beckham Blake L Sr
Crider Allen Billy
Crider Cox Robert
Ethridge David Elson
Owen Modock
Gonzales Joyce
Carr Charles Joseph
Heaton Sharon Marie
Heide Ruth Ann
Wd Little Ranch Llc
Masters Mychal Loren T
Rich Michael Tron
Conway Living Trust
Sohl Robert V
Hirth Betty Jean Crane
Hull James W
Finke M C Living Trust

Freestone County Overview


B
Beckham Blake L Sr
Crider Allen Billy
Crider Cox Robert
Johnson Donald G
Owen Modock
Gonzales Joyce
164
Carr Charles Joseph
164
Heaton Sharon Marie
Heide Ruth Ann
Wdl Little Ranch Llc
Masters Mychal Loren T...
Foley Rocky O'Neal
Conway Living Trust
Gantt Gary Russell
Hirth Betty Jean Crane
Hull James
Edwards Don...

Navarro County Overview


Emhouse
Corsicana
Dresden
Valley
Retreat
Mildred
Angus
Navarro
Silver City
Purdon
Richland
Pursley

Exhibit D

Texas Central Partners, LLC
1409 South Lamar Street
Suite 1022
Dallas, TX 75215

January 12, 2018

The Honorable Byron Ryder
County Judge, Leon County
PO Box 429
Centerville, TX 75833

Dear Judge Ryder,

In advance of a series of public hearings hosted by the Federal Railroad Administration (FRA) in late January and early February, I would like to set a meeting with you and key members of your staff and Texas Central's technical and environmental team. With the FRA's publication of its Draft Environmental Impact Statement (DEIS) on the project, detailed plans and reports are now available for thorough review by county staff and the public. While the best available transportation planning documents were used to inform designs, we look forward to meeting directly with you and your staff to answer any questions they may have and to discuss the high-speed train system's interactions with and impacts on existing and planned county facilities.

In addition to questions that you and your staff may have, we look forward to discussing issues related to, but not limited to:

- Specific road/rail intersections
- Planned rerouting or rebuilding of county facilities
- Plans to minimize road runoff and drainage
- Plans to accommodate community development
- Plans to accommodate emergency vehicle access and school bus routes
- Emergency Management coordination and preparedness

While Texas Central and the public continue to review the DEIS and advance the level of design for the new railroad, it is critical to both Texas Central and communities along the route that the design continues to consider the input of all communities and involved stakeholders. The potential impacts described in the DEIS are consistent with low-impact design principles and Texas Central's commitment to minimize disruption to the environment, landowners and communities.

These coordination meetings, of course, are not a substitute for the FRA's public hearings, and comments received will not be included the in DEIS public record. Texas Central, therefore, continues to encourage each individual, government and agency stakeholder to participate fully in the FRA's process, including attending public hearings and providing comments, questions and concerns directly to the FRA.

We look forward to scheduling a meeting at your earliest convenience. Since public hearings are scheduled to start the end of January, a meeting the week of January 22nd would allow for this coordination to help inform those meetings and I would like your consideration for getting together on that timeline. Please do not hesitate to contact me directly if you have any questions or if I can be of any assistance.

Best Regards,



Travis Kelly
Vice President, External Affairs

Exhibit E

January 19, 2018

Travis Kelly

Vice President, External Affairs

Texas Central Partners, LLC

Mr. Kelly,

In response to your email dated January 12, 2018, this letter is to inform you that Leon County cannot meet with you at this time to discuss your stated issues. Our Commissioners Court will need to meet and discuss the due diligence needed to be conducted prior to meeting with you. Having just received the Draft EIS three weeks ago, we need more time to review the document and determine how it will impact Leon County.

Since there has not been a project of this kind constructed in Leon County or in the State of Texas, we most likely will require detailed studies to be performed to assist us in understanding the likely impacts. Once these studies are completed, we will be able to more productively participate in a meeting with you and your technical experts. The following is a preliminary list of what may be needed by the County, independent of information provided by Texas Central, to properly proceed to coordination with you:

- Land Use Damage Assessment
- Property Value Impact Study
- Transportation Needs Assessment
- Noise and Vibration Impact Study
- Staff Time
- Engineering
- Legal Review
- Emergency Management Impact Study
- Independent School District Impact Study
- Economic Development Impact Study
- Thoroughfare Impact Study

· HSR regulations

Since we have just received detailed maps and information in the DEIS, we can move forward in ascertaining the costs and timing associated with conducting these studies. Unfortunately, costs associated with those studies have not been included in this year's budget. Please let me know who will be responsible for paying these costs.

As I'm sure you are aware, Leon County has passed a regulation requiring proof of eminent domain authority prior to granting a permit for HSR-related construction. We understand that the issue of eminent domain authority for Texas Central is still a topic of litigation. To reiterate, we will not be able to grant any permits until sufficient proof is provided. Also, with the lack of federal or state regulations governing HSR, the County will likely introduce additional regulations to protect our County and citizens.

Further, for the last three years, Texas Central has told the public and state and federal officials repeatedly that it is "working closely" with County governments. To be very clear, this is the first request for true coordination with Leon County. Requesting a meeting three weeks after a 5,000 page document is provided to us to be scheduled one week before public meetings to help "inform" those meetings is an unacceptable timeline for actual coordination. If the future plans of Leon County were truly a concern of Texas Central, this meeting would have been requested many months ago and coordination would have begun, in earnest, from the earliest days of your proposed project.

Leon County will be submitting comments to the FRA prior to the February 20, 2018, deadline; however, we will also be requesting an extension given the lack of coordination with our County.

Regards,

Byron Ryder

Leon County Judge

Ben Leman

Carol L. Bush

ELLIS COUNTY JUDGE

March 1, 2018

Kevin Wright
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Ave. SE, MS-20
Washington, D.C. 20590

RE: Draft Environment Impact Statement – Texas Central

Dear Mr. Wright,

I recently attended the public hearing held at Ennis High School regarding the Draft Environmental Impact Statement (DEIS) prepared for the Texas Central High Speed Rail. The DEIS has also been reviewed by the Ellis County Department of Development and the Ellis County Engineering Department. Our questions and comments are summarized on the attached pages.

The proposed project has significant implications for Ellis County. I feel that the attached questions and comments reflect legitimate concerns that should be meaningfully addressed should the project move forward. Please feel free to contact me if you have any questions regarding our concerns.

Sincerely,

Carol Bush
Ellis County Judge

The Historic Courthouse 101 W. Main St. Waxahachie, TX 75165 972-825-5011 countyjudge@co.ellis.tx.us

Ellis County, Texas

Texas High Speed Rail – Draft Environmental Impact Statement

Questions and Comments

February, 2018

- Several areas of the proposed route are shown to be located in the floodplain, how will floodplain permitting be handled and will the same process be used in all counties?
- Will there be Base Flood Elevations determined for all floodplain crossings?
- Will detailed flood studies be performed?
- Will necessary conditional letters of map revision (CLOMR's) and letters of map revision (LOMR's) be submitted to FEMA?
- Will the proposed access roads along the tracks be maintained by the railroad or are they proposed to be county maintained roads?
- If the access roads alongside the proposed route are to be county maintained, where will the additional funding for maintenance of the roads come from?
- Where a "road over rail" crossing for a county road is proposed, who will maintain the overpass?
- If the county is responsible for maintaining "road over rail" overpasses, where will the additional funds for maintenance come from?
- Who is responsible for the maintenance of the fencing/railings on overpasses?
- Who is responsible for the maintenance of the multiple detention basins along the project?
- To what extent will county road right of way be affected by the need for new and/or relocated utility crossings?
- Who will pay for the utility adjustments?
- To whose specifications will the utility crossings be constructed?
- Will there be a permit and/or fee system for future utility work at utility crossings?
- Will repair of existing utilities (those in place prior to construction of the tracks) be treated differently from new utility work?
- What will the time frame be for approval to repair utilities?
- Future repairs at utility crossings will be more costly, how will the utility providers pay for these increases without passing the costs on to their customers?
- What is the protocol if there is a problem at a utility or road crossing that is severe enough to necessitate shutting down the train?
- If a utility or road issue causes a shutdown of the train, will there be a financial liability of the owner of the utility or road.
- In Ellis County, the train is proposed to cross a 90" water line and a 72" water line. How will these crossings be protected?
- How will firefighting personnel and equipment access property on both sides in the event of grass/brush fires?

- The information in Appendix C: Roadway Grade Separation Database does not show the same "treatment" (road over rail, road under rail, reroute, etc.) as Table 3.16-16. For example, Appendix C shows Old Boyce Road to be a "road under rail" crossing and Table 3.16-16 shows that Old Boyce Road will be rerouted. It appears that this is related to different build alternatives, but it is not clear. Which set of information is correct?
- Appendices G and H have footnotes indicating that all peak flows are approximate, base flood elevations are estimated, and that several stream crossing were not hydraulically modeled and assumed to be sufficient. What level of detail was used to develop this information? Will a higher level of detail be used to determine more accurate hydrology and hydraulics at a later phase of the project?
- The documents show law enforcement agencies that are not within the proposed segment (exaggerating the public safety presence).
- Not enough emergency medical personnel within the section should the need arise.
- What are the thoroughfare plan implications on the affected roads?
- What methodology was used to come up with six (6) wildlife crossings?
- What are the specifications for the fencing, retaining walls, gates, etc., and have the wildlife fences been field tested/proven?
- Where is the power source for this train and how will it be affected by brownouts/blackouts?
- Will there be soils analyses performed?
- Who will maintain the land between the rail right-of-way and access roads, if they are not parallel to each other?
- If there are any gas wells present or in the future, whose rights supersede?
- Are there plans to install a noise mitigation wall similar to ones placed along toll roads?
- What are the plans to remove any septic systems?
- What security plans are proposed along the corridor?

Exhibit F

Marzulla Law

January 30, 2018

Mr. Paul Nissenbaum
Office of Railroad Policy & Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Request for extension of comment period on draft EIS

Dear Mr. Nissenbaum:

On January 19, 2018, I sent a letter (a copy of which is attached) to Kevin Wright, the Federal Railroad Administration's contact for the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement. The purpose of that letter was to request a 90-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017.[1] This request to extend the comment period was made on behalf of our client, Texans Against High Speed Rail, Inc. (TAHSR), a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas. I understand that the extension request has been forwarded to you.

TAHSR was formed after plans for the Dallas to Houston route by Texas Central quietly began to surface in late 2014. Supporters include residents, private property owners, business owners, and elected officials from all across Texas who share the core belief of combating eminent domain for private use and opposing any tax-subsidized passenger railway. We made the request to allow adequate time for the public, including TAHSR, local governments, and other organizations, to adequately review and provide useful comments on the Federal Railroad Administration's proposed Dallas to Houston High Speed Rail Draft EIS.

---

[1] 82 FR 60723.

At the first public hearing held yesterday, the Federal Railroad Administration announced that the public comment period would be extended until March 9, 2018, a 17-day extension. Because that brief extension of the public comment period falls far short of providing the public adequate time to study and provide meaningful comment on the draft EIS, TAHSR renews its initial request for a 90-day extension until May 21, 2018 to allow sufficient time for meaningful public participation in the NEPA process.

The Notice of Availability was published December 22, 2017, the same date the U.S. Army Corps of Engineers published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with exactly the same truncated deadline for public comments of February 20, 2018. Each of these wetlands permit applications, in addition to the approximately 5,600-page Draft EIS, deserver proper and thorough review by the public. It is for this purpose that TAHSR requests a 90-day extension of the comment period be granted.

NEPA requires that an agency prepare an EIS for any "major Federal actions significantly affecting the quality of the human environment."[2] And "[t]he EIS is a procedural obligation designed to assure that agencies give proper consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions."[3] To accomplish this purpose, NEPA regulations require that the agency (here, the Federal Railroad Administration) prepare and submit for public comment a draft EIS, and that the Federal Railroad Administration take into account those public comments in preparing the final EIS.

In addition to the inadequate time the Federal Railroad Administration has allowed for public comment on this Draft EIS, the process has been so confusing and changed so many times that full public participation has been nearly impossible. The January 19, 2018 letter to Mr. Wright describes in detail the numerous changes and outdated postings and publications of public hearing dates, even including the Federal Railroad Administration's own website. Some landowners have property in multiple impacted counties. The current public hearing schedule for several counties overlap and occur at the same time. This does not allow those landowners the opportunity to participate at the hearings for all of the counties that they own land in.

---

[2] 42 U.S.C. § 4332(C).
[3] *Douglas County v. Babbitt,* 48 F.3d 1495, 1498 (9th Cir.1995) (internal quotations and citations omitted).

Additionally, for weeks several members of the public received a notice of delivery failure when attempting to submit their comments via email to the address listed for public comments on the Federal Railroad Administration's website, DallasHoustonHSR@urs.com. The issue relating to the submission of public comments was not limited to the comments submitted via email—the online form for submitting comments on the Federal Railroad Administration's website also rejected comments.

In addition to the many environmental effects, the final decision on this project will greatly impact the future of thousands of Texas residents. We believe that a 90-day extension will allow for those impacted the adequate time to research, review, and provide their comments on this critically important Draft EIS. On behalf of the interested public, and particularly TAHSR and its members, we request that the Federal Railroad Administration take into consideration the issues raised in this letter and grant a 90-day extension of the original comment period to May 21, 2018.

Sincerely,

Roger Marzulla

Roger J. Marzulla

cc: Kevin Wright

Marzulla Law

January 19, 2018

Mr. Kevin Wright
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE MS-20
Washington, DC 20590
Re: Request for extension of comment period on draft EIS

Dear Mr. Wright:

The purpose of this letter is to request a ninety-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017 at 82 FR 60723. This request to extend the comment period is made on behalf of our client, Texans Against High Speed Rail, Inc. (TAHSR), a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas.

TAHSR was formed after plans for the Dallas to Houston route by Texas Central quietly began to surface in late 2014. Supporters include residents, private property owners, business owners and elected officials from all across Texas who share the core belief of combating eminent domain for private use and opposition to any tax-subsidized passenger railway. We make this request to allow adequate time for the public, including TAHSR, local governments and other organizations, to adequately review and provide useful comments on the Federal Railroad Administration's proposed Dallas to Houston High Speed Rail draft EIS.

The current Notice of Availability, published December 22, 2017, allows a minimal 60-day comment period, with a drop-dead date of February 20, 2018. Meanwhile, the U.S. Army Corps of Engineers has published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with exactly the same truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commenced during the holidays, allow insufficient time for meaningful public participation in the NEPA process.

NEPA requires that an agency prepare an EIS for any "major Federal actions significantly affecting the quality of the human environment."[1] And "[t]he EIS is a procedural obligation designed to assure that agencies give proper consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions."[2] To accomplish this purpose, NEPA regulations require that the agency (here, the Federal Railroad Administration) prepare and submit for public comment a draft EIS, and that Federal Railroad Administration take into account those public comments in preparing the final EIS.

In addition to the inadequate time Federal Railroad Administration has allowed for public comment on this EIS, the process has been so confusing and changed so many times that full public participation has been nearly impossible. On December 22, 2017, AECOM, the environmental contractor, distributed a notice of availability of the draft EIS. The notice listed the location and time for public hearings in each of the 10 impacted counties. The same list was, and still is currently, published on Federal Railroad Administration's website. The January issue of On Track, the Dallas to Houston High-Speed Rail newsletter, lists changes in venue for public hearings in Madison and Grimes County. It also corrected the address of the hearing in Limestone County. On January 17, 2018, a notice was published in the Madisonville Meteor listing only the change to the Madison County venue. None of these changes are reflected on the list of public hearings on the Federal Railroad Administration's website.

Additionally, several members of the public have received a notice of delivery failure when attempting to submit their comments via email to the address listed on Federal Railroad Administration's website for public comments, DallasHoustonHSR@urs.com. The issues relating to the submittion of public comments are not limited to the comments submitted via email—the online form for submitting comments has also rejected comments.

Some landowners have property in multiple impacted counties, the current public hearing schedule for several counties overlap and occur at the same time. This does not allow those landowners the opportunity to participate at the hearings for all of the counties that they own land in.

---

[1] 42 U.S.C. § 4332(C).
[2] *Douglas County v. Babbitt*, 48 F.3d 1495, 1498 (9th Cir.1995) (internal quotations and citations omitted).

In addition, at close of business on January 19, 2018, the Congress has not yet passed a continuing resolution, and a federal government shutdown looms at midnight. Should this shutdown occur, it will further disrupt the schedule for public hearings and the ability of the public to provide meaningful information to Federal Railroad Administration regarding the environmental impacts of this major federal project.

Accordingly, on behalf of the interested public, and particularly TAHSR and its members, we request a ninety-day extension of the comment period to May 21, 2018 on this critically important EIS.

Sincerely,

Roger Marzulla

Roger J. Marzulla

Marzulla Law

March 5, 2018

Mr. Paul Nissenbaum
Office of Railroad Policy & Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Mr. Kevin Wright
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Request for extension of comment period on draft EIS

Dear Messrs. Nissenbaum and Wright:

On January 19, 2018, and again on January 30, 2018, I wrote you requesting an extension of time to provide meaningful and thoughtful comments on the draft environmental impact statement for the Texas Central railroad project, published in the Federal Railroad Administration's Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017. In those letters, copies attached, I explained that the Federal Railroad Administration's Notice, which provided the minimum allowable period of 60 days for comment on the draft EIS—including Christmas and New Year—simply allowed insufficient time for my client, Texans Against High Speed Rail, Inc. (TAHSR), to review and comment on this lengthy document, regarding a multi-billion-dollar project extending over 240 miles and affecting many thousands of Texas residents.

I further explained that our client, TAHSR, is a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas. I did not receive a response to these requests, but understand that the Federal Railroad Administration announced a 17-day extension, through March 9, 2018. Because that brief extension of the public comment period falls far short of providing the public adequate time to study and provide meaningful comments on the draft EIS, TAHSR again renews its initial request for a 90-day extension until May 21, 2018 to allow sufficient time for meaningful public participation in the NEPA process.

Our initial review of the draft EIS reveals numerous shortcomings in its evaluation of the impacts this massive construction project would have on the quality of the human environment—impacts that NEPA requires the Federal Railroad Administration to analyze before the agency grants authorization to the project. If the Federal Railroad Administration proceeds on the basis of this inadequate study of the environmental impacts of the Texas Central railroad project, that action will not comply with NEPA or the Administrative Procedure Act.

Meanwhile, you should be aware that Texas Central is subverting the comment process by offering prizes to people who will send you letters of support:



So, again, I request that the Federal Railroad Administration extend to May 21, 2018 the time for comment on this extraordinarily important environmental impact study. I would appreciate the courtesy of your response as soon as possible.

Yours truly,

Roger Marzulla

Roger J. Marzulla by: CMW

Marzulla Law

January 30, 2018

Mr. Paul Nissenbaum
Office of Railroad Policy & Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Request for extension of comment period on draft EIS

Dear Mr. Nissenbaum:

On January 19, 2018, I sent a letter (a copy of which is attached) to Kevin Wright, the Federal Railroad Administration's contact for the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement. The purpose of that letter was to request a 90-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017.[1] This request to extend the comment period was made on behalf of our client, Texans Against High Speed Rail, Inc. (TAHSR), a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas. I understand that the extension request has been forwarded to you.

TAHSR was formed after plans for the Dallas to Houston route by Texas Central quietly began to surface in late 2014. Supporters include residents, private property owners, business owners, and elected officials from all across Texas who share the core belief of combating eminent domain for private use and opposing any tax-subsidized passenger railway. We made the request to allow adequate time for the public, including TAHSR, local governments, and other organizations, to adequately review and provide useful comments on the Federal Railroad Administration's proposed Dallas to Houston High Speed Rail Draft EIS.

---

[1] 82 FR 60723.

At the first public hearing held yesterday, the Federal Railroad Administration announced that the public comment period would be extended until March 9, 2018, a 17-day extension. Because that brief extension of the public comment period falls far short of providing the public adequate time to study and provide meaningful comment on the draft EIS, TAHSR renews its initial request for a 90-day extension until May 21, 2018 to allow sufficient time for meaningful public participation in the NEPA process.

The Notice of Availability was published December 22, 2017, the same date the U.S. Army Corps of Engineers published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with exactly the same truncated deadline for public comments of February 20, 2018. Each of these wetlands permit applications, in addition to the approximately 5,600-page Draft EIS, deserver proper and thorough review by the public. It is for this purpose that TAHSR requests a 90-day extension of the comment period be granted.

NEPA requires that an agency prepare an EIS for any "major Federal actions significantly affecting the quality of the human environment."[2] And "[t]he EIS is a procedural obligation designed to assure that agencies give proper consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions."[3] To accomplish this purpose, NEPA regulations require that the agency (here, the Federal Railroad Administration) prepare and submit for public comment a draft EIS, and that the Federal Railroad Administration take into account those public comments in preparing the final EIS.

In addition to the inadequate time the Federal Railroad Administration has allowed for public comment on this Draft EIS, the process has been so confusing and changed so many times that full public participation has been nearly impossible. The January 19, 2018 letter to Mr. Wright describes in detail the numerous changes and outdated postings and publications of public hearing dates, even including the Federal Railroad Administration's own website. Some landowners have property in multiple impacted counties. The current public hearing schedule for several counties overlap and occur at the same time. This does not allow those landowners the opportunity to participate at the hearings for all of the counties that they own land in.

---

[2] 42 U.S.C. § 4332(C).
[3] *Douglas County v. Babbitt,* 48 F.3d 1495, 1498 (9th Cir.1995) (internal quotations and citations omitted).

Additionally, for weeks several members of the public received a notice of delivery failure when attempting to submit their comments via email to the address listed for public comments on the Federal Railroad Administration's website, DallasHoustonHSR@urs.com. The issue relating to the submission of public comments was not limited to the comments submitted via email—the online form for submitting comments on the Federal Railroad Administration's website also rejected comments.

In addition to the many environmental effects, the final decision on this project will greatly impact the future of thousands of Texas residents. We believe that a 90-day extension will allow for those impacted the adequate time to research, review, and provide their comments on this critically important Draft EIS. On behalf of the interested public, and particularly TAHSR and its members, we request that the Federal Railroad Administration take into consideration the issues raised in this letter and grant a 90-day extension of the original comment period to May 21, 2018.

Sincerely,

Roger Marzulla

Roger J. Marzulla

cc: Kevin Wright

Marzulla Law

January 19, 2018

Mr. Kevin Wright
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE MS-20
Washington, DC 20590
Re: Request for extension of comment period on draft EIS

Dear Mr. Wright:

The purpose of this letter is to request a ninety-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017 at 82 FR 60723. This request to extend the comment period is made on behalf of our client, Texans Against High Speed Rail, Inc. (TAHSR), a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas.

TAHSR was formed after plans for the Dallas to Houston route by Texas Central quietly began to surface in late 2014. Supporters include residents, private property owners, business owners and elected officials from all across Texas who share the core belief of combating eminent domain for private use and opposition to any tax-subsidized passenger railway. We make this request to allow adequate time for the public, including TAHSR, local governments and other organizations, to adequately review and provide useful comments on the Federal Railroad Administration's proposed Dallas to Houston High Speed Rail draft EIS.

The current Notice of Availability, published December 22, 2017, allows a minimal 60-day comment period, with a drop-dead date of February 20, 2018. Meanwhile, the U.S. Army Corps of Engineers has published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with exactly the same truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commenced during the holidays, allow insufficient time for meaningful public participation in the NEPA process.

NEPA requires that an agency prepare an EIS for any "major Federal actions significantly affecting the quality of the human environment."[1] And "[t]he EIS is a procedural obligation designed to assure that agencies give proper consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions."[2] To accomplish this purpose, NEPA regulations require that the agency (here, the Federal Railroad Administration) prepare and submit for public comment a draft EIS, and that Federal Railroad Administration take into account those public comments in preparing the final EIS.

In addition to the inadequate time Federal Railroad Administration has allowed for public comment on this EIS, the process has been so confusing and changed so many times that full public participation has been nearly impossible. On December 22, 2017, AECOM, the environmental contractor, distributed a notice of availability of the draft EIS. The notice listed the location and time for public hearings in each of the 10 impacted counties. The same list was, and still is currently, published on Federal Railroad Administration's website. The January issue of On Track, the Dallas to Houston High-Speed Rail newsletter, lists changes in venue for public hearings in Madison and Grimes County. It also corrected the address of the hearing in Limestone County. On January 17, 2018, a notice was published in the Madisonville Meteor listing only the change to the Madison County venue. None of these changes are reflected on the list of public hearings on the Federal Railroad Administration's website.

Additionally, several members of the public have received a notice of delivery failure when attempting to submit their comments via email to the address listed on Federal Railroad Administration's website for public comments, DallasHoustonHSR@urs.com. The issues relating to the submittion of public comments are not limited to the comments submitted via email—the online form for submitting comments has also rejected comments.

Some landowners have property in multiple impacted counties, the current public hearing schedule for several counties overlap and occur at the same time. This does not allow those landowners the opportunity to participate at the hearings for all of the counties that they own land in.

---

[1] 42 U.S.C. § 4332(C).
[2] *Douglas County v. Babbitt*, 48 F.3d 1495, 1498 (9th Cir.1995) (internal quotations and citations omitted).

In addition, at close of business on January 19, 2018, the Congress has not yet passed a continuing resolution, and a federal government shutdown looms at midnight. Should this shutdown occur, it will further disrupt the schedule for public hearings and the ability of the public to provide meaningful information to Federal Railroad Administration regarding the environmental impacts of this major federal project.

Accordingly, on behalf of the interested public, and particularly TAHSR and its members, we request a ninety-day extension of the comment period to May 21, 2018 on this critically important EIS.

Sincerely,

Roger Marzulla

Roger J. Marzulla

KEVIN BRADY
MEMBER OF CONGRESS
8TH DISTRICT OF TEXAS

DEPUTY WHIP

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C.

CHAIRMAN
COMMITTEE ON
WAYS AND MEANS

JOINT COMMITTEE ON TAXATION

February 21, 2018

Paul Nissenbaum
Associate Administrator for Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE MS-20
Washington, D.C., 20590

Dear Mr. Nissenbaum,

I am writing in regards to the Houston to Dallas High Speed Rail Draft Environmental Impact Statement (EIS) comment period. I understand that the Federal Railroad Administration (FRA) has recently extended the public comment period fifteen days beyond the original sixty, to March 9, 2018. However, I am concerned that my constituents and local officials have not had sufficient time and I write today to request an additional forty-five days.

In addition to the EIS comment period, the U.S. Army Corps of Engineers (COE) has published Public Notice for two wetlands permit applications, under Section 404 of the Clean Water Act, for this same project. The EIS and COE comment periods began in late December, which meant valuable time for individuals and communities was lost over the holidays. My office has received concerns that changes to comment hearing locations and times have not been adequately and uniformly communicated. Several members of the public have received a notice of delivery-failure when attempting to submit their comments via email to the address listed on FRA's website for public comments: DallasHoustonHSR@urs.com; and the online comment form has rejected constituent comments. The communication issues have compounded the problem of a short comment period and led to a sense for some that their voice has not been heard.

A project of this magnitude will permanently impact rural Texas, and the livelihood of its citizens and landowners. There has never been a completed high-speed rail project in the United States, and understanding the vast environmental impacts is a difficult and time-consuming task. Therefore, on behalf of my constituents, and all Texans along the High Speed Rail corridor, I request an additional forty-five days for the comment period, until April 23, 2018.

Sincerely,

Kevin Brady
Member of Congress
Eighth District of Texas

CAPITOL OFFICE
P.O. Box 12068
Austin, Texas 78711
(512) 463-0103
FAX: (512) 463-1526
Dial 711 for Relay Calls

COMMITTEES:
Transportation, Chair
Administration
Business & Commerce
Finance

ROBERT L. NICHOLS
STATE SENATOR

March 9, 2018

Mr. Paul Nissenbaum – paul.nissenbaum@dot.gov
Mr. Kevin Wright – kevin.wright@dot.gov
USDOT Federal Railroad Administration
1200 New Jersey Avenue SE MS-20
Washington, DC 20590

Re: Request for additional 90-day extension of comment period on draft EIS for Texas Central's proposed Dallas to Houston high-speed rail

Dear Mr. Nissenbaum,

I understand that the FRA has recently extended the public comment period to March 9, 2018. However, we do not believe this is a sufficient extension. For that reason, I am writing to you to urge an additional ninety-day (90) extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017.

The current extended Notice of Availability allows a comment period with a drop-dead date of March 9, 2018. Meanwhile, the U.S. Army Corps of Engineers has published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with an even more truncated deadline for public comments. These simultaneous, short comment periods, which commenced during the holidays, allow insufficient time for meaningful public participation.

Moreover, the process has been so confusing that full public participation has been nearly impossible. First, the FRA's office was closed during the recent government shutdown. Second, on December 22, 2017, AECOM, the environmental contractor, distributed a notice of availability of the draft EIS. The notice listed the locations and time for public hearings in each of the ten impacted counties. The January issue of On Track, the Dallas to Houston High-Speed Rail newsletter, lists changes in venue for public hearings in Madison and Grimes County. It also corrected the address of the hearing in Limestone County. On January 17, 2018, a notice was published in the Madisonville Meteor listing only the change to the Madison County venue. None of these changes were reflected on the list of public hearings on the Federal Railroad Administration's website until after January 19.

JACKSONVILLE OFFICE
329 Neches Street
Jacksonville, Texas 75766
(903) 589-3003
FAX: (903) 589-0203

NACOGDOCHES OFFICE
202 E. Pilar Street, Ste. 309
Nacogdoches, Texas 75961
(936) 564-4252
FAX: (936) 564-4276

LUFKIN OFFICE
2915 Atkinson Drive
Lufkin, Texas 75901
(936) 699-4988
FAX: (936) 699-4991

CONROE OFFICE
15260 Hwy. 105 W., Ste. 230H, Box 5
Montgomery, Texas 77356
(936) 588-7391
FAX: (936) 588-1713

Senate District 3
E-mail: robert.nichols@senate.texas.gov

Additionally, several members of the public have received a notice of delivery failure when attempting to submit their comments via email to the address listed on Federal Railroad Administration's website for public comments, DallasHoustonHSR@urs.com. The issues relating to the submission of public comments are not limited to the comments submitted via email—the online form for submitting comments has also rejected comments.

A project of this magnitude will permanently impact Texas and the livelihood of its citizens and landowners. And since there has never been a high-speed rail project in the United States, understanding its vast environmental impacts will be a difficult and time-consuming task. Accordingly, I urge the FRA to allow an additional ninety-day extension of the comment period to June 7, 2018 on this critically important EIS.

Sincerely,

Robert L. Nichols
State Senator, District 3

Exhibit G

MEMORANDUM OF UNDERSTANDING

AMONG FEDERAL RAILROAD ADMINISTRATION, TEXAS DEPARTMENT OF TRANSPORTATION, TEXAS CENTRAL HIGH-SPEED RAILWAY, LLC, AND URS CORPORATION, A NEVADA CORPORATION

RE: Environmental Analysis and Preparation of Appropriate Environmental Documents Relating to New Core Express Service (High-Speed Rail) - **Dallas to Houston.**

I. Introduction and Purpose

A. Texas Central High-Speed Railway, LLC or its affiliates ("Applicant") may submit applications to the Federal Railroad Administration ("FRA") for loans or for other approvals or regulatory actions associated with the New Core Express Service (High-Speed Rail) - Dallas to Houston ("Project"). The Applicant may also apply to other federal agencies for approvals associated with the Project to support its Project.

B. In considering these requests ("Application"), the FRA will consider the potential environmental impacts resulting from the Project pursuant to the National Environmental Policy Act of 1969 ("NEPA"). The FRA will prepare a project-level environmental impact statement. The FRA has adopted aspects of the Surface Transportation Board's environmental procedures for this review, and pursuant to 40 CFR 1506.5(c), 49 CFR 1105.4(j), and 1105.10(d), FRA has selected, and Applicant has agreed to engage at Applicant's expense, URS Corporation. ("Contractor") as the Independent Third Party Contractor for this environmental review. Contractor shall assist the FRA, as the lead Federal agency, in conducting

the environmental review and preparing the environmental documentation[1] related to the Applicant's proposal. Contractor's scope of work, approach, and activities shall be under the sole supervision, direction, and control of the FRA.

C. Consistent with 40 CFR 1506.2 and 1506.5, the Texas Department of Transportation ("TxDOT") shall serve as a joint lead agency.

D. This Memorandum of Understanding ("MOU") summarizes the relationship among Contractor, Applicant, FRA, and TxDOT as set forth in applicable procedures, regulations and policy, regarding the conditions and procedures each party must follow in preparing all environmental documentation. This MOU does not supersede or amend, and is made expressly subject to, the requirements of NEPA, and, to the extent applicable, related environmental laws, and FRA's Procedures for Considering Environmental Impacts, 64 FR 28546.

E. The Applicant, Contractor, FRA, and TxDOT agree to work within the framework of this MOU to develop an efficient method to complete the environmental review for the proposed Application. FRA shall maintain overall responsibility for the documentation, analysis, methodology, consultation, and mitigation related to the environmental review process. FRA shall direct, evaluate, oversee, and approve the environmental review process.

[1] The terms "environmental documentation" and "environmental document(s)" embrace draft, supplemental, and final EAs, EISs, and any other reports, studies, surveys, or related documents.

F. This MOU replaces the earlier Memorandum of Understanding concerning the Project signed on January 28, 2014. It substitutes a new Contractor, but otherwise contains the same terms as the earlier agreement.

II. Related Studies

In a separate matter TxDOT has proposed the New Core Express Service – Fort Worth to Dallas, and the FRA and TxDOT are also preparing an environmental impact statement concerning that proposed facility and service. The parties agree that the Project and New Core Express Service – Fort Worth to Dallas have independent utility and a different purpose and need, and as such will be assessed in separate NEPA documents.

III. Agreement between Applicant and Contractor

A. Any contract between Applicant and Contractor, and any subcontracts, shall be consistent with the provisions of this MOU.

B. The terms of this MOU shall override any contradictory or conflicting terms regarding the scope and performance of any work to be conducted under any contract entered into between Applicant and Contractor; provided, however, that the foregoing shall not limit the rights of the Applicant and the Contractor to contract on terms that require that the work be performed cost-effectively.

C. The contract between Contractor and Applicant ("Contract") shall specifically provide, and Contractor shall represent, that (1) the Contractor and any subcontractors do not and shall not have any financial or economic interest in the Applicant or the Application, except for payment for services rendered in

connection with the preparation of all required environmental documentation, and except for services rendered pursuant to other agreements not prohibited by this MOU, provided the agreements are disclosed to FRA, and (2) there is no agreement between the Applicant or any other party and the Contractor regarding future employment that is contingent upon the Contractor's performance under the Contract. A complete copy of the final executed Contract shall be provided to the FRA. Contractor shall concurrently execute a disclosure statement as mandated by 40 CFR 1506.5(c) of the Council on Environmental Quality ("CEQ") regulations and submit it to the FRA and the Applicant before beginning any work under the Contract. It is understood that Contractor and any subcontractors have not done any environmental analysis related to the Project for the Applicant or for any other party and, therefore, can be retained as independent third party contractor(s).

D. Restrictions on other work.

(1) No employee of Contractor or employee of any subcontractor, who is a part of Contractor's core team committed to the environmental review process for the Application shall engage in (a) other work for the Applicant, or (b) any work, relating to the Application, for any other party to this proceeding,during the course of this proceeding.

(2) No other employee of Contractor or other employee of any subcontractor shall, without prior written notice to FRA and FRA's approval of such work, engage in (a) other work for the Applicant, or (b) any work, relating

to the Application, for any other party to this proceeding, during the course of this proceeding.

(3) For purposes of this MOU, an "other party" are FRA, TxDOT, cooperating agencies, and other entities that submit comment during the environmental review process.

E. The Applicant shall bear the costs incurred by the Contractor, and by any subcontractor approved by FRA in accordance with Section IV.A, in preparing the required environmental documentation to comply with NEPA and related environmental laws under the direction of FRA. APPLICANT AGREES TO HOLD HARMLESS AND INDEMNIFY THE UNITED STATES OF AMERICA AND THE FRA, AND THE STATE OF TEXAS AND TXDOT, WITH RESPECT TO ANY AND ALL CLAIMS, DEMANDS, CAUSES OF ACTION, AND THE LIKE THAT MAY ARISE IN PERFORMING THE WORK UNDER THE CONTRACT.

F. The Contract shall specifically limit any remedies available to the Contractor or subcontractors upon termination of the Contract to affirmatively relieve the United States of America, the FRA, and any officer, agent, or employee, and to affirmatively relieve the State of Texas and TxDOT, and any officer, agent, or employee, from any liability from terminating the Contract.

IV. Contractor Responsibilities

A. The Contractor may engage subcontractors to perform work related to environmental review of the Application, subject to the provisions of Sections III.C

and III.D. All work performed by the Contractor or any subcontractors shall be under the sole direction, control, supervision, and final approval of the FRA. The Contractor and subcontractors, if any, will act as the agent(s) of the FRA, not the Applicant, in performing its/their duties.

B. Contractor shall provide:

(1) Appropriate expertise in the areas of environmental concern (including, but not limited to air quality, biological resources, geotechnical resources, hydrology, land use, safety, noise, social and economic, and cultural/historic resources).

(2) A good working knowledge of environmental laws, applicable laws and regulations (including environmental regulations) administered or promulgated by the FRA, FRA environmental procedures, CEQ regulations and guidelines, other applicable federal regulations, state laws and regulations, and applicable local ordinances and regulations.

(3) The capability to perform environmental impact analysis and prepare appropriate environmental documentation.

(4) Thorough, readable, technically sound, and informative environmental documents, as well as related charts, maps, diagrams, etc.

(5) Representatives to attend and/or facilitate meetings with Federal, state, regional, and local agencies, other interested parties and Applicant for the purpose of exchanging and obtaining information, explaining the

Application and related environmental concerns and impacts, and receiving comments in preparing the required environmental documentation.

(6) Expertise in data management.

(7) Assistance to the FRA in ensuring that the data collection, analyses, and methodologies for the environmental documents are complete, accurate, and relevant to the FRA's needs for the environmental review of the Application under NEPA.

C. Contractor shall maintain and provide to the FRA upon request:

(1) Adequate record-keeping and reporting systems to assure preservation of all data gathered, including surveys, studies, etc.

(2) Logs summarizing all telephone calls, meetings, document reviews, and other substantive communications with the FRA, TxDOT, the Applicant, local governments, governmental agencies, citizens' groups, and any other interested parties.

(3) Lists of all agencies, other railroads, citizens' groups, organizations, and individuals (including their respective addresses and telephone numbers) contacted in preparing the environmental documentation.

D. The Contractor shall perform the work in a timely, responsive, satisfactory, and cost-effective manner, pursuant to a work schedule developed with the FRA in coordination with TxDOT and the Applicant, and approved by the FRA.

E. The Contractor shall assist the FRA in coordinating the exchange of all relevant environmental information and technical data/studies related to the Application in preparing all required environmental documentation for use by FRA staff, TxDOT staff and representatives, Applicant's staff and representatives, Contractor, and any subcontractors.

F. The Contractor shall cooperate fully with the FRA and TxDOT in organizing, participating in, and conducting coordination, including ensuring that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, to exchange information, explain the Application and related environmental concerns and impacts, obtain technical input, and to receive comments.

G. The Contractor will submit directly to the FRA and to TxDOT any and all work the Contractor performs in preparing all required environmental documentation, studies, surveys, etc. The Contractor, and any subcontractors, shall not disclose the results of their work nor release any of the underlying work papers, drafts, or other materials prepared under the Contract to anyone, including the Applicant, without the FRA's express authorization. In no case shall the Applicant be provided the opportunity to modify or edit the Contractor's work prior to submission to the FRA, without the FRA's express written authorization.

H. The Contractor shall follow the directions and instructions of the FRA, and incorporate them into the environmental document(s) in a timely and responsive manner. The Contractor shall submit preliminary and final drafts of any documents

to the FRA for final review and approval, and shall simultaneously submit such documents to TxDOT for review.

I. The Contractor shall provide the FRA and TxDOT access to and the right to review all procedures and underlying data used in the Contractor's development and preparation of any and all environmental documents. This includes, but is not limited to, field reports/surveys, technical studies and analyses, subcontractor reports, and interviews with concerned private and public parties, whether or not such information may be reflected in draft, supplemental, or final environmental documents submitted to the FRA.

J. The Contractor, and any approved subcontractors, shall cooperate fully with the FRA and TxDOT in organizing, participating in, and conducting any scoping meetings, public workshops, informational meetings, and other meetings, as the FRA determines are necessary, to foster public understanding of and/or participation in the environmental review process, and to assess potential environmental impacts and develop mitigation measures related to the Application.

K. The Contractor will assist the FRA and TxDOT in reviewing comments received during the environmental review process, will draft a summary of and responses to comments, and will coordinate analysis of these comments with the FRA and TxDOT.

L. The Contractor shall assist the FRA in preparing the required environmental documentation, environmental recommendations, selection of alternatives, and development of mitigation measures.

M. The Contractor must include in its analyses the common issues among the Fort Worth to Dallas facility and service and the Dallas to Houston facility and service, including the location and configuration of a terminal in Dallas, and the compatibility and connectivity of the two facilities and services, with respect to mode of propulsion, equipment, etc. The Contractor shall coordinate with TxDOT as necessary regarding common issues and facilities.

N. The Contractor's Project Director, Project Manager, and other technical experts, as appropriate, shall be available to attend all meetings, briefings, consultations, and site visits as the FRA deems necessary. The Project Director and the Project Manager shall devote as much time to environmental review of the Application as is necessary to assure the Contractor's performance of its responsibilities under this MOU. This work commitment will extend for the entire time necessary to complete the environmental review for the Application.

O. Except as specifically authorized by the FRA, the Contractor and any of its subcontractors shall refer all media/press inquiries directly to the FRA.

P. As needed, the Contractor will provide technical expertise and administrative support to the FRA during preparation of the FRA's decision and in addressing any environmental issues arising in the FRA's consideration of the Application. In the event of any appeal from an FRA decision regarding the Application or other legal challenge, the parties hereto shall, at that time, determine the need for, and terms of the Contractor's services in connection with judicial review of the decisions.

V. Applicant Responsibilities

A. The Applicant shall retain the Contractor to assist in preparing all required environmental documentation and services, as that assistance and its costs are defined by the Contract to be negotiated and executed by Applicant and Contractor, and in the Work Plan described in Section VIII.

B. The Applicant, including its staff and representatives, shall provide to the FRA, TxDOT, and the Contractor any requested supportive expertise, resources, data, and technical capabilities necessary to undertake the environmental analysis, subject to the right of the Applicant to advise the FRA of any request received from the FRA, TxDOT, or the Contractor that the Applicant believes either is not germane to matters appropriately reviewed in the environmental review process, is contrary to applicable statutes and regulations, would impose an extraordinary burden on the Applicant, or is subject to the right of the Applicant to maintain confidentiality as to proprietary, privileged, or other information that is not otherwise subject to disclosure. In the event that the Applicant so advises the FRA, the FRA shall determine whether the request is appropriate and shall so advise the Applicant, TxDOT, and the Contractor of its determination. The FRA shall, to the extent possible and consistent with applicable law (including the Freedom of Information Act), maintain the confidentiality of any information if so requested by the Applicant. TxDOT shall, to the extent possible and consistent with applicable law (including the Texas Public Information Act), maintain the confidentiality of any information if so requested by the Applicant.

C. The Applicant shall cooperate fully with the FRA and TxDOT in organizing and participating in any public workshops, hearings, and meetings, as the FRA and

TxDOT determine are necessary (1) to foster public understanding and/or participation in the environmental review process, and (2) to assess potential environmental impacts and mitigation measures related to the Application.

D. With respect to all reports, analyses, and documents, including drafts, supplements, and final copies of the environmental documents, the Applicant shall be responsible for the Contractor's administrative and clerical costs, as well as the costs of graphics, maps, layout, mailing, and printing, as those costs are defined by the Contract. The Applicant shall be solely responsible for the cost of preparing and printing the appropriate number of copies of all required environmental documentation.

E. The Applicant shall provide complete, accurate, relevant, and timely responses to all reasonable requests for information pertaining to the Application.

F. The Applicant agrees to participate in the environmental review process for the Fort Worth to Dallas facility and service when there are common issues with the Project. The common issues will include the location and configuration of a terminal in Dallas, and the compatibility and connectivity of the two facilities and services, with respect to mode of propulsion, equipment, etc. Participation will include but not be limited to:

(1) The Applicant, including its staff and representatives, shall provide to FRA and TxDOT any requested reports, supportive expertise, resources, data, and technical capabilities necessary to undertake the environmental analysis of the Fort Worth to Dallas facility and service subject to the right of the

Applicant to advise the FRA of any request received from the FRA or TxDOT that the Applicant believes does not relate to any common issues, is not germane to matters appropriately reviewed in the environmental review process, is contrary to applicable statutes and regulations, would impose an extraordinary burden on the Applicant, or is subject to the right of the Applicant to maintain confidentiality as to proprietary, privileged, or other information that is not otherwise subject to disclosure. In the event that the Applicant so advises the FRA, the FRA shall determine whether the request is appropriate and shall so advise the Applicant and TxDOT of its determination. The FRA shall, to the extent possible and consistent with applicable law (including the Freedom of Information Act), maintain the confidentiality of any information if so requested by the Applicant. TxDOT shall, to the extent possible and consistent with applicable law (including the Texas Public Information Act), maintain the confidentiality of any information if so requested by the Applicant.

(2) The Applicant will ensure that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, concerning the Fort Worth to Dallas facility and service. The Applicant will explain the common issues for the Fort Worth to Dallas facility and service and the Project, exchange information, obtain technical input, and forward any comments received to TxDOT.

VI. TxDOT Responsibilities

A. TxDOT may use its staff or other representatives to carry out TxDOT's responsibilities under this MOU. TxDOT may expend funds provided by the FRA in Grant/Cooperative Agreement FR-HSR-0067, and any subsequent amendments, for the purpose of carrying out TxDOT's responsibilities under this MOU.

B. TxDOT, including its staff and representatives, shall provide to the FRA and the Contractor any requested reports, supportive expertise, resources, data, and technical capabilities necessary to undertake the environmental analysis.

C. As the Contractor completes each portion of any draft or final document, TxDOT shall review that portion and give comments to the FRA.

D. TxDOT will conduct coordination, including ensuring that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, to exchange information, explain the Application and related environmental concerns and impacts, obtain technical input, and to receive comments.

E. TxDOT shall cooperate fully with the FRA in organizing and participating in any public workshops, hearings, and meetings, as the FRA and TxDOT determine are necessary (1) to foster public understanding and/or participation in the environmental review process, and (2) to assess potential environmental impacts and mitigation measures related to the Application.

VII. FRA Responsibilities

A. The FRA is responsible for ensuring compliance with the requirements of NEPA and other applicable environmental statutes and regulations by preparing appropriate environmental documentation.

B. FRA shall:

(1) Direct, review, and approve all phases of preparing all required environmental documentation, including the work of Contractor, using FRA's best efforts to ensure that the work is reasonably necessary to conduct the environmental review process regarding the Application and the work is within the scope of NEPA requirements. For example, the FRA shall ensure that the Contractor considers existing data and environmental analyses available from the Applicant, FRA, TxDOT, and other sources, and that the Contractor does not duplicate work already done, unless the FRA determines that the existing data is not adequate for use in preparing the environmental documentation.

(2) Solicit input from interested parties during the scoping process.

(3) Review and approve all reports prepared by TxDOT.

(4) Designate appropriate staff to review and approve all work as it is developed and completed.

(5) Ensure that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, as well as any public hearings or meetings, to exchange information, explain the

Application and related environmental concerns and impacts, obtain technical input, and receive comments in preparing all required environmental documentation.

(6) Coordinate, with the Contractor's assistance, the exchange of information among any planning, design, or construction engineers or technical staff employed by TxDOT, the Applicant, and the Contractor.

C. The FRA will periodically review the work of the Contractor to ensure that the FRA's responsibilities under NEPA and related environmental laws and regulations are being satisfied. As each portion of any draft or final document is completed, FRA staff shall review and approve that portion and those tasks completed, and/or direct further work with regard to that portion or task.

D. FRA will monitor the Contractor to ensure that the Contractor is making adequate progress toward meeting specific time frames established in the Work Plan described in Section VIII. If the FRA determines these commitments are not being met, it will notify the Applicant of its findings. It will be the responsibility of the FRA to recommend any necessary corrective action to be taken under this MOU.

E. In all instances involving questions concerning the content or relevance of any material (including all data, analyses, charts, and conclusions) prepared by the Contractor, the FRA shall make the final determination on including, deleting, or revising any such material in the environmental documents.

F. To coordinate the preparation of all required environmental documentation, and to verify Application-related data, the FRA may hold joint meetings with TxDOT, the Applicant, and the Contractor. As necessary, the FRA may exclude the Applicant from participation. The FRA may also consult directly with appropriate Federal, state, and local officials, and other interested parties.

G. The FRA, with the assistance of TxDOT and the Contractor, will be responsible for organizing and conducting any public workshops or meetings that may be necessary in preparing environmental documents during the environmental review process.

H. The FRA, with the assistance of TxDOT and the Contractor, will receive all relevant comments submitted during the environmental review process and comment period. At the close of any public review and comment period, the FRA, in consultation with TxDOT and the Contractor, shall identify the issues and comments that will require FRA response. The FRA may direct certain comments to TxDOT, to the Applicant, and to the Contractor, as appropriate, to be responded to and included in the final environmental document. The FRA may modify these responses as appropriate.

I. The FRA shall retain responsibility for deciding the environmentally preferable alternative, and any mitigation measures to be included in the final environmental document.

VIII. Work Plan

A. The Contractor, in consultation with the FRA, TxDOT, and the Applicant, shall submit a draft Work Plan to the FRA for preparing the required environmental documentation within thirty (30) days after all parties have signed this MOU. The draft Work Plan shall contain at least the following elements:

(1) A description of all work to be performed (including preparing and sending consultation letters; participating in public and agency meetings; outlining and drafting environmental documents; reviewing, analyzing, and summarizing public comments; conducting analyses, etc.).

(2) The projected schedule for completing the various tasks described.

(3) Identification of the Contractor's staff members who will be responsible for preparing, analyzing, and reviewing the work.

(4) An outline of the environmental analysis.

B. Following receipt of the draft Work Plan, FRA, TxDOT, the Contractor, and the Applicant, shall finalize the Work Plan in a timely manner.

C. Subsequent to consultation with TxDOT, the Contractor, and the Applicant, the FRA may amend the Work Plan from time to time as the environmental review of the Application may necessitate. The parties hereto shall consult at least monthly to confirm that the work included in the Work Plan is being performed in the most efficient and cost-effective manner and to consider possible measures to improve the efficiency and cost effectiveness of performance of the work.

IX. Nonperformance and Termination

A. The Applicant or the Contractor shall notify the FRA of any concerns either party might have with respect to the other party's performance under the Contract or this MOU. All parties will attempt to resolve, in good faith, any disputes or disagreements.

B. If the FRA determines that either the Contractor or the Applicant is not adequately performing its responsibilities and duties in accordance with this MOU, the FRA will discuss its concerns with the Contractor and the Applicant. If the FRA's concerns cannot be satisfactorily resolved, the FRA will notify the Applicant that the FRA is removing the Contractor for cause, or direct the Applicant to comply with the MOU. Upon removal of the Contractor, the FRA shall cooperate with the Applicant to replace the Contractor with another qualified contractor as soon as practicable.

C. Both the Applicant and the Contractor shall immediately notify the FRA and TxDOT of any attempt by either party to modify or terminate the Contract. Termination of the Contract shall be subject to the FRA's prior approval, after consultation with TxDOT, the Applicant, and the Contractor. Upon approving termination of the contract, the FRA shall cooperate with the Applicant to replace the Contractor with another qualified contractor as soon as practicable. Notwithstanding the foregoing, the Applicant may terminate the Contract without the FRA's approval in the event that it withdraws its intent to pursue the Project.

D. If the Applicant withdraws its intent to pursue the Project, the Contractor shall provide to FRA, Applicant and TxDOT all work product prepared under this MOU and/or the Contract, at no cost to FRA or TxDOT.

X. Modification

This MOU may be modified only by written amendment executed by the FRA, the Applicant, the Contractor, and TxDOT.

TEXAS CENTRAL HIGH-SPEED RAILWAY, LLC

By: _____

Title: President

Date: 7/7/14

FEDERAL RAILROAD ADMINISTRATION

By: _____

Title: Division Chief

Date: July 29, 2014

URS CORPORATION

By: _____

Title: Vice-President

Date: 7/3/14

TEXAS DEPARTMENT OF TRANSPORTATION

By: _____

Title: Executive Director

Date: 7/23/14

Exhibit H

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

Verified Statement of John T. Harding
In Support of Reply to Petition for Exemption

1. My name is John T. Harding. As Chief Maglev[1] Scientist for the U.S. Department of Transportation, Federal Railroad Administration ("FRA") from 1976-2004, I participated in and contributed to several High Speed Rail ("HSR") and Maglev deployment studies commissioned by Congress.

2. I am a consultant in transportation technology and economics. In addition to my experience at the FRA, I obtained a Ph.D. in Physics from California Institute of Technology in 1958, and a MA equivalency in Economics from University of California at Berkeley in 1978.

3. In preparation for this statement, I have reviewed:

   a. The Petition for Exemption ("Petition") filed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC ("TCR");

   b. Redacted portions of the Texas Central High Speed Rail Feasibility Study by the Louis Berger Group dated February 2013;[2]

[1] Maglev (derived from magnetic levitation) is a transport method that uses magnetic levitation to move trains with magnets and electricity without touching the ground.
[2] TCR has not provided the full version.

c. the Statewide Ridership Analysis Report authored by the Texas Department of Transportation (the "TxDOT Report")[3] dated December 2013;

d. TxDOT District Traffic Maps 2014, District Base Sheet Supplemental;

e. the TxDOT Statewide Planning Map application;[4]

f. Numerous online studies and articles regarding high-speed rail; and

g. Various other materials that pertain to TCR's proposed construction of the 240-mile-long rail corridor, including materials on TCR's website.

4. I have come to the following conclusions regarding the inadvisability of exempting TCR's proposed high-speed rail line from the prior approval requirements of 49 U.S.C. § 10901.

COST OF PROJECT

5. The issue as I see it is whether TCR can meet operating expenses and repay lenders and investors for the $10-$18.3B estimated cost of the high-speed rail line from Dallas to Houston ("Dallas-Houston HSR"). Initially, I would note that $10B for construction (TCR's estimate in its Petition), or even $12B (TCR's most recent estimate), appears to be artificially low based on TCR's estimates of $16.8B[5] to $18.3B[6] contained in the TxDOT report, and my general experience with railroads underestimating construction costs while seeking regulatory approval.

PASSENGERS PER YEAR (RIDERSHIP PROJECTIONS)

6. The TxDOT Report, dated December 2013, was written by TxDOT with input from TCR. Based on TCR's input, TxDOT estimated the upfront capital cost of the Dallas-Houston HSR at $18.3B.[7] I believe this number is much more accurate than the lowball figure of $10B

[3] See Exhibit 2 to TAHSR's Reply to Petition for Exemption.
[4] http://www.txdot.gov/inside-txdot/division/transportation-planning/maps/statewide-planning.html.
[5] TxDOT Report at 74, Table 35.
[6] *Id*. at 71, Table 32.
[7] *Id*.

advanced by TCR in its Petition, or the $12B figure TCR company officials recently quoted to reporters. Further, TxDOT estimates the 2035 annual ridership between "0.7M to 2.7M passengers," a range critically below the four million projected by TCR in its Petition. The low-end projection of 700,000 annual passengers should give the Board grave concern. The TxDOT Report also notes that "…the Dallas Fort Worth to Houston corridor has air service within the corridor at a level of competitiveness far above the other corridors as compared to the assumed passenger rail service."[8] This is a *negative* indication for the viability of the Dallas-Houston HSR, and may spell doom for such an expensive project.

7. It is clear from the initial ridership projections from TxDOT, and using TxDOT's highest initial projection of 2.7M,[9] the Dallas-Houston HSR will not be a viable undertaking. TxDOT goes on to say that TCR's numbers would need to be "modified" for the Dallas-Houston HSR to be more competitive with air service.[10] In my years of experience, I have seen many consultants and agencies "modify" numbers, but even "modifying" these numbers will not make the Dallas-Houston HSR viable.

8. TxDOT "modified" the numbers based on publicized assumptions being used by TCR.[11] TxDOT assumed two highly significant conditions: (1) removal of the highly touted Brazos Valley stop, and (2) reducing the rail fare to $108.[12] TxDOT then performs undisclosed mathematical gyrations to *double* the ridership estimates. No federal regulatory agency could possibly accept a doubling of the most significant number—ridership—without supporting documentation. Again, TxDOT's annual ridership projections ranged from 0.7M to 2.7M. Using

[8] *Id*. at 73.
[9] *Id*. at 71, Table 32.
[10] *Id*. at 73.
[11] *Id*.
[12] *Id*.

its gyrations, TxDOT shows TCR's projections of annual ridership doubling to 1.5M to 5.7M.[13] Although I question the doubling of these projections, for purposes of the Income Statements below, I will give TCR the benefit of the doubt and use the highest annual ridership estimate of 5.7M. Even using this figure, the numbers prove that the Dallas-Houston HSR will be a financial disaster.

9. Even though I am using TCR's number, it is important to thoroughly examine the current ridership disinformation circulated by TCR to gain public and political support. TCR is currently reporting to the politicians and the public that *90,000 vehicles per day currently travel between Dallas and Houston* .[14] Based on TxDOT's own traffic counts, there is no support whatsoever for TCR's report of daily vehicular traffic moving between Houston and Dallas.

10. TxDOT conducts 24-hour traffic counts 365 days a year along the I-45 highway between Dallas and Houston.[15] These traffic counts can be accessed using TxDOT's Statewide Planning Map application. Logically, the number of vehicles traveling between Dallas and Houston daily *must be less* than the minimum traffic point along the route. Even TCR could not debate this point.

11. The minimum traffic point occurs near Streetman, TX, and in 2014 amounted to an average annual daily traffic of 26,256 vehicles (9.58M/y), of which 40.4% are trucks.[16] Of course, commercial trucks cannot be used to estimate potential for high-speed rail. Reducing 26,256

[13] *Id*. at 74, Table 35.
[14] See Exhibit 13 to TAHSR's Reply to Petition for Exemption. Online link: https://youtu.be/k6igUibrfwc?t=49s.
[15] http://www.txdot.gov/inside-txdot/division/transportation-planning/maps.html.
[16] See Exhibit 14 to TAHSR's Reply to Petition for Exemption, from TxDOT's Statewide Planning Map application.

vehicles by 40.4% trucks leaves 15,648 passenger vehicles. In addition, it should be noted that TxDOT only projects 39,015 vehicles/day moving between Houston and Dallas by 2034.[17]

12. All of these traffic counts include two types of traffic: specific Dallas to Houston traffic, and other traffic.

13. Other traffic includes two components: (1) local traffic traveling short of Dallas to Houston, for example from Corsicana to Buffalo, and (2) any long-haul traffic traveling beyond Dallas or Houston on either end. Other Traffic will likely be much greater than specific point-to-point traffic, such as Dallas to Houston. Further, I would expect a significant amount of local traffic based on my experience. TCR's consultant, the Louis Berger Group, has estimated that the specific Dallas to Houston traffic percentage would be 55%, a seemingly high figure for which no supporting data has been provided. Nonetheless, to cast TCR's project in the most favorable light, I will use TCR's consultant's 55% figure in my calculations on TxDOT traffic counts.

14. Based on my experience and background, and the available studies on HSR projects similar to TCR's, it would appear that a realistic estimate of diversion rates (or induced ridership) for Dallas to Houston vehicular traffic is below 10% of eligible passenger vehicles. Indeed, induced ridership should be constrained to less than 10% in light of fatally flawed overestimates typically used in connection with other HSR projects.

15. I would note, however, that the Berger Group uses a diversion rate (15%) which is at least 50% higher than I would opine. To give TCR the benefit of the doubt, I have used the Berger Group's 15% diversion rate in the following Traffic Study Chart, which is based on TCR's most favorable assumptions, along with TxDOT's numbers.

[17] *Id.*

TxDOT TRAFFIC STUDY CHART

	2014	2034
Average Daily Minimum Traffic Count (TxDOT)	26,256	39,015
➢ Reduce by TxDOT Truck Percentage	40.4%	40.4%
➢ Total Passenger Vehicles at Minimum Traffic Spot – Streetman, TX	15,648	23,253
Dallas to Houston Factor (from the Berger Group)	55%	55%
Dallas to Houston Only Passenger Vehicles (available to divert to HSR)	8,606	12,789
Diversion Factor to HSR (from the Berger Group)	15%	15%
Maximum New HSR Passengers Per Day Diverted	1,291	1,918

16. If *on day one of operations* TCR captured its target of 20% of the 2,858 airline passengers[18] (571) that on average fly between Dallas and Houston daily, and diverted its target of 15% of available Dallas to Houston passenger vehicles, its daily passenger rate would total only 1,862 passengers (571 + 1,291). This number, which is more than 9,000 passengers short of TCR's 10,958 daily projection (4M annually), would not sustain the Dallas-Houston HSR and would undermine any environmental benefit, as the trains would be running near empty. There appears to be no reasonable likelihood that TCR could repay its investment, much less pay operating costs, with a realistic appraisal of ridership.

[18] See Exhibit 12 to TAHSR's Reply to Petition for Exemption, from U.S. Department of Transportation's Domestic Airline Consumer Airfare Reports.

TICKET PRICE

17. In the TxDOT Report, TCR acknowledges that it must reduce ticket prices to $108 to stimulate demand in order to achieve their "doubled" ridership statistics.[19] I have used the TxDOT $108 price for the ticket in the following financial calculations.

RETURN TO INVESTORS

18. High-speed rail ("HSR") projects are typically regarded as risky investments, and therefore investors usually require a significant rate of return. I am aware that in the case of the Florida HSR project, investors required a 12% rate on bonds of return based on the risky nature of the project. Rather than use 12%, I have used 5% as a blended rate for debt service and investor return in my example, which represents a conservative assumption.

19. I note that the proponent of the Florida HSR issued bonds at a 12% coupon rate. Obviously, equity investors will require some guaranteed return on such a risky investment. Further, any debt to the Japanese must be repaid on an amortized schedule, and bonds will eventually need to be retired. Any traditional debt will also have to be repaid on an amortization schedule with interest and principal. When bonds are utilized in an infrastructure project, there is typically a coupon rate representing interest, and with a mandated sinking fund to retire the principal amount of the bond at maturity. In my calculations, I have used a straight 5% rate as the blended cost of debt, bonds, and investor capital, which I believe is conservative and favoring TCR. To provide context, a fully amortized payment at 2.9% interest on a 30-year amortized loan of $12B is $600,043,438. In comparison, a straight 5% rate on $12B is $600,000,000. In other words, using the straight 5% rate for purposes of my calculations on TxDOT's traffic numbers comparisons, is equivalent to using a 2.9% rate on debt and bonds, and

[19] TxDOT Report at 73.

assuming that equity would want a 5% return due to the risk. Of course, as stated above, in Florida the bond investors required 12% on the HSR project, about 900 basis points over a 2.9% rate. After considering all of these factors, I have used an optimistic and conservative assumption (favoring TCR) of 5% for a weighted cost of capital, bonds, and debt.

OPERATION AND MAINTENANCE

20. Operations and maintenance costs are obviously in addition to debt service and return to investors. In my calculations, the estimated annual operations and maintenance cost (O&M) are taken directly from the TxDOT Report. I believe the O&M numbers are underestimated, based on ridership miles. Again, I have used the high-end ridership projection of 5.7M, which at 240 miles is 1,368,000,000 annual passenger miles. Using the low figure of $266M for O&M costs provided by TCR to TxDOT, TCR's average O&M cost is $0.19 per passenger mile. The international average is approximately $0.30 per passenger mile, and I expect TCR's O&M costs to meet or exceed this average. As a result, using TCR's low estimate of $266M is once again giving TCR the benefit of the doubt, underscoring the extremely conservative nature of my analysis.

INCOME STATEMENT

21. The below Income Statement gives TCR every benefit of the doubt. It applies TCR's most favorable ridership estimate as utilized by TxDOT (5.7M/year). It ignores the $18.3B TxDOT estimate, and instead uses TCR's most recent construction cost estimate ($12B), TCR's O&M estimate ($266M), and the $108 ticket cost. Even after using all of TCR's estimated numbers, its Project will run an annual loss of $250,000,000. To clarify, this *quarter billion-dollar deficit* occurs after 20 years of operation, when the train should be running at optimal levels.

Passengers Per Year in 2035	5,700,000
Ticket Price	$108
Gross Annual Revenue	$615,600,000
Less Debt Service/Return to Investors (5% interest only on $12,000,000,000 upfront capital)	$600,000,000
Annual Revenue available after Debt Service/Return to Investors	$15,600,000
Less: Annual O&M Costs	$266,000,000
Annual Deficit	($250,400,000)
Deficit over 40 years	($10,016,000,000)

22. In comparison, the below Income Statement uses TCR's ridership estimate from its Petition (4M/year), and TxDOT's more realistic construction cost estimate ($16.8B).

Passengers Per Year in 2035	4,000,000
Ticket Price	$108
Gross Annual Revenue	$432,000,000
Less Debt Service/Return to Investors (5% interest only on $16,800,000,000 upfront capital)	$840,000,000
Annual Loss after Debt Service/Return to Investors	($408,000,000)
Less: Annual O&M Costs	$266,000,000
Annual Deficit	($674,000,000)
Deficit over 40 years	($26,960,000,000)

23. Under either scenario, the deficit over 40 years will exceed $10 billion. Both of these scenarios are analyzing 2035, after 15 years for ridership to ramp up. One can only imagine the deficit TCR will run the first five years of the Project. Using TxDOT's low-end ridership figure

of 700,000 (1,500,000 after the doubling) would result in immediate failure. In short, even using TCR's favorable ridership and construction cost projections, the Dallas-Houston HSR does not appear to be financially viable in either the short or long term.

24. There is another trend that the Board should consider before granting approval to construct this Project. From my review of air-traffic statistics, air ridership between Dallas and Houston has been falling dramatically since 2000. Also, there is evidence that auto travel is starting to show a decline. During economic downturns, many businesses turned to electronic means of communication, such as video conference calls. Initially this was quite expensive, and oftentimes entailed traveling to a video conference center. As the economy has rebounded, many businesses have stayed with electronic conferencing, rather than business travel, both for the cost savings and due to the lost executive time during travel. Now anyone with an Apple smart phone can conduct a video conference via FaceTime. Skype and many other programs are also available for basically cost-free video conferencing. This is a threatening development regarding feasibility of a new and expensive HSR line, constructed primarily for business travelers.

ADVISABILITY OF HIGH SPEED RAIL FOR DALLAS TO HOUSTON CORRIDOR

25. When I was Chief Scientist at the FRA, Congress required that the FRA examine the market for HSR and Maglev. Eight corridors were examined,[20] including the Texas Triangle between Houston, San Antonio and Dallas. Some other corridors looked more favorable, assuming that government investment covered external benefits. The Texas Triangle did not appear to be promising; however, it showed "partnership potential" for "New HSR" using a longer, wishbone-shaped, shared route via Waco. The wishbone shaped corridor presented the best potential for Texas HSR, as it allowed travel between six of Texas' major cities: Houston (4th largest city in US

[20] See Figures 7-8 at http://www.fra.dot.gov/eLib/details/L02519 of which I was a contributing author.

population), San Antonio (7th), Dallas (9th), and Austin (11th), Ft. Worth (16th) and Waco. The wishbone corridor ran north and south from Dallas to Waco. It then split into two paths, southeasterly toward Houston and south towards Austin and San Antonio. This spread the enormous capital expenditure for HSR construction over a ridership base in six significant cities, including five out of the 16 most populous cities in the United States. Notably, under the wishbone-shaped corridor, the first 100 miles south from Dallas was only built once. TCR's Project would require a redundant southbound track built through Waco, if Austin and San Antonio will ever be served.

26. In contrast, TCR's proposed Dallas-Houston HSR does not incorporate the wishbone corridor's economic good sense and economies of scale, and forces the $12B to $18.3B expenditure to be funded by the ridership base exclusively in Houston and Dallas; hence, the certain failure.

VERIFICATION

I, John T. Harding, declare under penalty of perjury that the foregoing statement is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 31, 2016

/s/ John T. Harding

Exhibit I

BAKER BOTTS LLP

98 SAN JACINTO BLVD.
SUITE 1500
AUSTIN, TEXAS
78701-4078

TEL +1 512.322.2500
FAX +1 512.322.2501
BakerBotts.com

AUSTIN
BEIJING
BRUSSELS
DALLAS
DUBAI
HONG KONG
HOUSTON
LONDON
MOSCOW
NEW YORK
PALO ALTO
RIO DE JANEIRO
RIYADH
WASHINGTON

RECEIVED
JUN 02 2015
OPEN RECORDS DIVISION

June 2, 2015

Derek McDonald
TEL: 512.322.2667
FAX: 512.322.8342
derek.mcdonald@bakerbotts.com

OR-570728-15

574227

VIA HAND DELIVERY

The Honorable Ken Paxton
Office of the Attorney General
Open Records Division
Price Daniels Building
209 W. 14th Street, 6th Floor
Austin, TX 78701

Re: Public Information Act Request No. 570728 regarding Texas Central High-Speed Railway, LLC

Dear General Paxton:

On March 20, 2015, Mr. Frank Reilly, an attorney at Potts and Reilly, LLP, requested information contained in the files of the Texas Department of Transportation ("TxDOT"). Mr. Reilly's final request, revised by agreement with TxDOT, asked for all information related to Texas Central High-Speed Railway, LLC ("TCR") or a proposed high-speed rail route from Harris County to Dallas County from January 1, 2009 to present, excluding news clips. On May 5, 2015, TxDOT requested a decision from your office regarding whether certain documents determined by TxDOT to be responsive are excepted from disclosure under the Texas Public Information Act. TCR received notice of Mr. Reilly's request on May 18, 2015.

TCR supports TxDOT's claims of exception and opposes the release of certain information submitted to TxDOT under a claim of confidentiality. TCR's information that is the subject of this brief includes trade secret and confidential commercial or financial information. Such information is exempt from disclosure under the Texas Public Information Act. The enclosed brief provides specific detail in support of this position. As required by law, a copy of this letter and a redacted copy of the supporting brief are being provided to Mr. Reilly.

If you have any questions, please call me at (512) 322-2667.

Very truly yours,

Derek McDonald

Enclosure

cc: Sarah Parker, Associate General Counsel, TxDOT (w/out enclosure)

Brief in Support of Texas Central High-Speed Railway LLC's Position that Certain Confidential Materials in the Files of the Texas Department of Transportation Are Protected from Disclosure under the Texas Public Information Act

I. Introduction

On March 20, 2015, Mr. Frank Reilly, an attorney at Potts and Reilly, LLP, requested information under the Texas Public Information Act ("TPIA") pertaining to Texas Central High-Speed Railway, LLC ("TCR") and contained in the files of the Texas Department of Transportation ("TxDOT"). Mr. Reilly clarified his request for the final time on April 24, 2015. TxDOT requested a formal decision from the Open Records Division of the Office of the Attorney General ("OAG") on May 5, 2015, then submitted a brief to the OAG and notified TCR on May 15, 2015. The OAG assigned number PIR #570728 to TxDOT's request.

Mr. Reilly requested inspection of anything connected to TCR or a high-speed rail route from Harris County to Dallas County from January 1, 2009 to present, excluding news clips. While some responsive information contained in TxDOT's Exhibit E, submitted to the OAG, is public information that can be disclosed, other information must not be released. Specifically, ridership projections and associated cost assumptions must not be disclosed because this is trade secret and/or confidential commercial or financial information of TCR.

II. TCR's Response is Timely

As a threshold matter, TCR's brief is timely. TCR seeks to prevent disclosure of documents that contain confidential information excepted from disclosure by law. The TPIA requires TCR to file a brief in support of its position not later than the tenth business day after the date of receipt of notice of a TPIA request. TCR received notice of Mr. Reilly's request on May 18, 2015. Given the May 25, 2015 Memorial Day holiday, the tenth business day after the date of receipt of notice is June 2, 2015. Thus, this brief is timely.

III. Background and Summary

TCR is facilitating the construction of a high-speed passenger rail line between Dallas and Houston by securing environmental and technological regulatory approvals that will be necessary in future stages of the project. Because the construction and operation of a high-speed rail system will require various federal regulatory approvals, an Environmental Impact Statement ("EIS") for the project is being conducted by the Federal Railroad Administration ("FRA") and TxDOT pursuant to the National Environmental Policy Act ("NEPA"). The FRA and TxDOT are jointly acting as lead agencies in the preparation of an EIS. For this reason, TxDOT has requested from TCR and TCR has submitted information relevant to its proposal.

Thus, ridership projections and associated cost estimates are excepted from disclosure under Section 552.110(a) of the TPIA because this information constitutes a trade secret. This information is also excepted from disclosure as confidential commercial or financial information under Section 552.110(b) of the TPIA.

IV. Sections that Do Not Contain Trade Secret or Confidential Commercial or Financial Information

As an initial matter, TCR is no longer claiming that the following sections are proprietary and confidential, and these sections may be released to Mr. Reilly:

- Cover Page
- Section 1 - Project Overview
- Section 2 - Review of Previous Studies
- Section 3 - Travel Market Assessment
- Section 10 - Peer Review
- Appendix A - Station Area Market Analysis
- Appendix B - SAM-V2 Mode Choice Model
- Appendix C - Potential Road Closures and Conflicts

V. TCR's Trade Secret and Confidential Commercial or Financial Information Is Excepted from Public Disclosure

A. Confidential Trade Secret Information

Section 552.110(a) of the TPIA provides that "[a] trade secret obtained from a person and privileged or confidential by statute or judicial decision" is excepted from the disclosure requirements of the TPIA.[2] Protection from disclosure under Section 552.110(a) of the TPIA requires TCR to make a *prima facie* case that the information at issue is trade secret under the Restatement of Torts.

1. The "Trade Secret" Criteria

The Texas Supreme Court has adopted the definition of "trade secret" from the Restatement of Torts, section 757, which holds a trade secret to be:

1

[2] Tex. Gov't Code § 552.110(a).

> [A]ny formula, pattern, device, or compilation of information used in one's business, and which gives him an advantage over competitors who do not know or use it. It may be a formula for a chemical compound, a process of manufacturing, treating, or preserving materials, a pattern for a machine or other device, or a list of customers. It differs from other secret information in a business...in that it is not simply information as to a single or ephemeral event in the conduct of the business...A trade secret is a process or device for continuous use in the operation of the business...[It may] relate to the sale of goods or to other operations in the business, such as a code for determining discounts, rebates, or other concessions in a price list or catalogue, or a list of specialized customers, or a method of bookkeeping, or other office management.[3]

To evaluate an assertion of trade secret protection, the courts and OAG use the following criteria:

(1) the extent to which the information is known outside of TCR;
(2) the extent to which it is known by employees and others involved in the business;
(3) the extent of measures taken by TCR to guard the secrecy of the information;
(4) the value of the information to TCR and its competitors;
(5) the amount of effort or money expended in developing the information; and
(6) the ease or difficulty with which the information could be properly acquired or duplicated by others.[4]

TCR is not required to satisfy all six factors; the Texas Supreme Court has recognized that trade secrets "do not fit neatly into each factor each time."[5] In addition, other circumstances could also be relevant to the trade secret analysis. Thus, these factors are to be weighed in the context of the surrounding circumstances.[6] If a *prima facie* showing is made that the information at issue constitutes a trade secret, then TxDOT must withhold the information from the requestor.

2. Application of the "Trade Secret" Criteria

The sections identified in Section IV do not constitute trade secret information; however, the remainder contains information that satisfies the criteria for trade secret under the Restatement. In particular, information revealing ridership projections,

are trade secrets that may not be disclosed.

a) TCR's Ridership Projections Constitute Trade Secret Information

TCR's ridership projections

---

[3] Restatement of Torts § 757 cmt b. (1939); *see Hyde Corp. v. Huffines*, 314 S.W.2d 763, 776 (Tex. 1958), *cert. denied*, 358 U.S. 898 (1958).
[4] Restatement of Torts § 757 cmt b. (1939).
[5] *In re Bass*, 113 S.W.3d 735, 740 (Tex. 2003).
[6] *Id.*

Although some values in have been supplanted by more recent analyses, TCR continues to rely upon ridership projections in making strategic plans and in seeking financing.

Ridership projections

Because it forms the basis of its business, the precise combination and optimization of factors contributing to projected ridership is closely guarded, even within TCR. The confidentiality is protected by non-disclosure agreements. Additionally, as a general matter, when asked for public ridership information, TCR discloses only general estimates and does not separately disclose categories of projected riders. TCR defends its proprietary information against those who seek to use open records processes to gain its confidential, trade secret information.

This combination of factors goes to the heart of TCR's business of providing high-speed rail services: this is TCR's product formula, no different from the formula for a chemical compound traditionally recognized as trade secret. Without investing in a similar study, the ridership information contained in could not be easily duplicated by others. Because this "compilation of information" regarding projected ridership is used in every TCR business decision and financing effort, this information meets the definition of "trade secret" under the Restatement and is not subject to disclosure under the TPIA.

b) Are Trade Secret Information

In addition to ridership projections,

This information is precisely the type of trade secret information that TCR relies upon continuously in its promotion of the project.

are not related just to a single, ephemeral event. Rather, these inputs are used repeatedly in evaluating the viability of the high-speed rail project.

will become public if high-speed rail is brought to Texas, at the moment, underlying its ridership projections only after significant time and expense; absent public disclosure, this information could not easily be duplicated by others. and estimates contained in

For this reason, are extremely valuable to TCR.

TCR seeks to

As detailed above, TCR has made a *prima facie* showing that constitute trade secret information that would be highly valuable to TCR's competitors and that must be protected under the TPIA.

B. Confidential Commercial or Financial Information

Section 552.110(b) of the TPIA states, "Commercial or financial information for which it is demonstrated based on specific factual evidence that disclosure would cause substantial competitive harm to the person from whom the information was obtained is excepted from the requirements of Section 552.021 [(the disclosure requirements)]." Section 552.110(b) requires a

specific factual or evidentiary showing, not conclusory or generalized allegations, that substantial competitive injury would likely result from release of the information at issue.[7]

1. Application of the Confidential Commercial or Financial Information Exception

The trade secret information identified above is also excepted from disclosure under TPIA Section 552.110(b) because it constitutes confidential commercial or financial information that, if disclosed, would cause substantial competitive harm to TCR. In particular, the ridership projections and associated cost estimates contained in

TCR is a private company currently seeking private funding to provide new and much-needed transportation infrastructure to two of Texas' largest—and growing—metro areas. are outdated. For that reason alone, any information disclosed from the would be highly misleading and put TCR at a competitive disadvantage relative to the airline industry. But additionally, because of the sensitivity of investors during the funding process, disclosing outdated ridership projections or cost estimates would jeopardize TCR's ability to obtain funding, precluding TCR from competing against an airline industry that has attempted to defeat previous high-speed rail projects. This information must therefore be protected from disclosure under Section 552.110(b) of the TPIA.

a) TCR's Ridership Projections and Associated Cost Estimates Constitute Confidential Commercial or Financial Information

Disclosure of the confidential commercial or financial information contained in would cause TCR substantial competitive harm.

Since TCR has not yet begun service, competitors would have ample opportunity to use this information to undercut TCR's pricing before TCR even enters the market.

Within the next six months, TCR anticipates finishing its current round of funding and seeking additional funding from private sources. This is a critical moment for any business, particularly for one, like TCR, offering a new technology for the state of Texas. True, ridership

[7] *See* Tex. Att'y Gen. ORD No. 661 at 5-6 (1999).

projections may eventually become public through the EIS.

But, at this point, these numbers are still changing as TCR optimizes its business strategy. Releasing sensitive information would provide the airline industry with an opportunity that TCR would have to address. If ridership projections and are disclosed, TCR will be placed at a disadvantage both in its imminent funding process and in its future ability to compete with airlines for potential customers.

The OAG has found that substantial competitive harm exists when the release of "financial information would allow a competitor to approach the company's customers with a more lucrative financial arrangement, undercut [the entity's] pricing, and offer bonuses or other incentives [the entity] could not match."[8] Here, the airlines would be afforded just such an opportunity. The competitive risk to TCR is far from speculative:

Should the airlines gain access to TCR's ridership projections, the airlines will be able to undercut TCR's pricing before TCR even begins service.

As a private company and a new venture, releasing information to the public poses critical timing questions. If ridership projections from are kept confidential until finalized as part of the EIS or other public disclosure, TCR will have time to solidify its funding. TCR will also have time to anticipate and address opposition from competitors in the airline industry.

If the ridership projections and cost estimates described in this brief are released, TCR's confidential information will become available to competitors like Southwest Airlines. Furthermore, once released, there is nothing to prevent Mr. Reilly from using or disseminating this information as he pleases. Because TCR actively relies on the confidential business information contained in to evaluate project feasibility and obtain funding, this information must remain confidential until TCR can disclose this information, in context, as part of the EIS or other public document. Because untimely disclosure of potentially outdated ridership projections and will cause TCR substantial competitive harm, this information should be protected under Section 552.110(b) of the TPIA.

VI. Conclusion

For the reasons outlined above, TCR has made a *prima facie* case that the ridership projections and associated cost estimates contained in TxDOT's version of are trade secrets excepted from disclosure under the TPIA. In addition, are also excepted from disclosure because this information is confidential commercial or financial information that, if released, would cause TCR substantial competitive harm.

[8] *See, e.g.*, Tex. Att'y Gen. ORD No. 10987 (2005).

Exhibit J

U.S. Department of Transportation
Federal Railroad Administration

1200 New Jersey Ave, SE
Washington, DC 20590

February 15, 2018

Mr. Patrick McShan
The Beckham Group
3400 Carlisle, Suite 550
Dallas, Texas 75204

Re: FRA File No: FOIA-18-160

Dear Mr. McShan,

This letter acknowledges receipt by the Federal Railroad Administration (FRA) of your Freedom of Information Act (FOIA) records request seeking records pertaining to the Dallas to Houston High Speed Rail project.

We have assigned your request the FOIA file number indicated above and are initiating a search of the agency's files for responsive records. Please be advised that the FRA is currently experiencing a high number of FOIA requests and is addressing backlogged requests with all due diligence on a first-in, first-out basis. Your request will be addressed in the order it was received. We regret any inconvenience caused by the delay.

If you are interested in railroad accident data or reports, including railroad supplied accident reports for specific accidents you can access these materials through the FRA's web site at: http://safetydata.fra.dot.gov/officeofsafety/.

If you are able to satisfy your request through the website, please let us know so we can focus on other pending requests. If you have any questions regarding the FOIA process, please contact me at (202) 493-6195 or okechi.chigewe@dot.gov.

Sincerely,

OKECHI CHIGEWE

Digitally signed by OKECHI CHIGEWE
DN: c=US, o=U.S. Government, ou=FRAHQ, ou=DOT Headquarters, cn=OKECHI CHIGEWE
Date: 2018.02.15 16:15:05 -05'00'

Okechi Chigewe
Administrative Staff Assistant

Exhibit K

240520

ENTERED
Office of Proceedings
April 19, 2016
Part of
Public Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. & TEXAS CENTRAL RAILROAD, LLC –AUTHORITY TO CONSTRUCT AND OPERATE– PETITION FOR EXEMPTION FROM 49 U.S.C. § 10901 AND SUBTITLE IV – PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

PETITION FOR EXEMPTION

Raymond A. Atkins
Terence M. Hynes
Sidley Austin LLP
1501 K Street, N.W.
Washington, D.C. 20005
(202) 736-8000
(202) 736-8711 (fax)

Kathryn K. Floyd
Jay Johnson
Venable LLP
575 7th Street, N.W.
Washington, D.C. 20004
(202) 344-4000

Counsel to Texas Central Railroad and Infrastructure, Inc. & Texas Central Railroad, LLC

Dated: April 19, 2016

Filing Contains Color Images

FILED
April 19, 2016
Surface Transportation Board

FEE RECEIVED
April 19, 2016
Surface Transportation Board

Table of Contents

		Page
I.	BACKGROUND	2
	A. Petitioners	2
	B. The Texas Central Line	2
	C. The Texas Central Line Will Serve An Important Public Need	4
	D. Environmental Review	11
II.	THE CONSTRUCTION AND OPERATION OF THE TEXAS CENTRAL LINE IS SUBJECT TO THE BOARD'S JURISDICTION.	13
III.	THE BOARD SHOULD EXEMPT THE CONSTRUCTION AND OPERATION OF THE TEXAS CENTRAL LINE FROM THE PRIOR APPROVAL REQUIREMENTS OF 49 U.S.C. § 10901	20
	A. An Exemption Will Promote The Rail Transportation Policy.	21
	B. Regulation Of The Texas Central Line Is Not Needed To Protect Shippers From The Abuse Of Market Power.	26
IV.	THE BOARD SHOULD EXEMPT PETITIONERS FROM REGULATION PURSUANT TO SUBTITLE IV.	28
	A. Economic Regulation Of Petitioners Is Not Necessary To Carry Out The Rail Transportation Policy.	29
	B. Economic Regulation Of Petitioners Is Not Needed To Protect Shippers From The Abuse Of Market Power	33
CONCLUSION		34

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
–AUTHORITY TO CONSTRUCT AND OPERATE –
PETITION FOR EXEMPTION FROM 49 U.S.C. § 10901 AND SUBTITLE IV–
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

PETITION FOR EXEMPTION

Pursuant to 49 U.S.C. § 10502, Texas Central Railroad & Infrastructure, Inc. ("TCRI") and Texas Central Railroad, LLC ("TCRR") (collectively, "Petitioners") submit this Petition for Exemption (the "Petition") from the prior approval requirements of 49 U.S.C. § 10901 for Petitioners to construct and operate an approximately 240-mile high-speed passenger rail line between Dallas and Houston, Texas (the "Texas Central Line"). Petitioners also request an exemption from ongoing regulation under Subtitle IV of Title 49 once construction is completed and passenger service commences. As Petitioners explain below, the Texas Central Line will benefit the public and promote the national transportation policy by providing a safe, reliable, convenient and environmentally friendly travel option between Dallas/Ft. Worth and Houston, two of the fastest-growing metropolitan areas in the United States.

I. BACKGROUND

A. Petitioners

Petitioners TCRI and TCRR are wholly-owned subsidiaries of Texas Central Rail Holdings, LLC, which, in turn, is a subsidiary of Texas Central Partners, LLC ("TCP") a Delaware limited liability company (hereinafter TCP, TCRI, TCRR and other affiliates, including Texas Central High-Speed Railway, LLC, are referred to as "Texas Central").[1] TCRI will be responsible for constructing the tracks, stations, platforms and other infrastructure along the route. When completed, the Texas Central Line will be operated and maintained by TCRR and TCRI.[2]

B. The Texas Central Line

Texas Central is developing an approximately 240-mile high-speed passenger rail line between Dallas and Houston, Texas—with an intermediate Brazos Valley stop serving Bryan-College Station and Huntsville, Texas—that will offer a safe and convenient transportation alternative for travelers between the Dallas/Ft. Worth and Houston metropolitan areas.[3] The Texas Central Line will be constructed and operated on a totally dedicated, grade separated, secure corridor. Based on projections of future market demand, Texas Central plans to operate up to 34 daily trains in each direction in its initial service plan, departing from both Dallas and

---

[1] Verified Statement of Timothy B. Keith in Support of Petition for Exemption ("Keith V.S.") ¶ 2.

[2] Keith V.S. ¶ 9.

[3] *See* Exhibit A (map of Texas Central Line). Exhibit A depicts the alignment alternatives under consideration. As explained below, the final alignment will be determined as part of the Environmental Impact Statement process.

Houston every half hour during peak travel time. Trains will operate at speeds up to 205 MPH, enabling Texas Central to achieve a transit time of less than 90 minutes between Dallas and Houston.[4]

As part of the route development, Texas Central identified two corridors for study in the Environmental Impact Statement ("EIS") process led by the Federal Railroad Administration ("FRA").[5] In August 2015, the FRA identified the Utility Corridor "as the only feasible end-to-end corridor based on operational, technological and environmental constraints."[6] The FRA stated, "The Utility Corridor is the only corridor that demonstrates the potential to meet the [Project's] purpose and technical requirements."[7]

The alignment alternatives in the Utility Corridor would parallel existing electrical transmission lines for a significant portion of the route. The Utility Corridor offers a long, relatively straight routing alternative that would minimize the number of curves (thereby enhancing Texas Central's ability to maintain constant train speeds) and reduce environmental impacts of construction.[8]

---

[4] Keith V.S. ¶ 5.

[5] FRA initiated an EIS in June 2014. *See Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor*, Federal Register Vol. 79, No. 122 (June 25, 2014) at 36123-36124.

[6] *See* United States Department of Transportation, Federal Railroad Administration, *FRA Completes High Speed Rail Corridor Alternatives Analysis* (September 14, 2015).

[7] *Id.*

[8] *See* United States Department of Transportation, Federal Railroad Administration, *Dallas to Houston High Speed Rail Project Corridor Alternatives Analysis Technical Report* (August 10, 2015) at 15.

Petitioners currently anticipate that construction will begin in 2017. Petitioners plan to initiate passenger service as early as late 2021. The total cost of civil construction and the core system is estimated to be over $10 billion, which is being privately developed by Texas Central.

C. The Texas Central Line Will Serve An Important Public Need.

Dallas/Ft. Worth and Houston are two of the nation's largest and fastest growing metropolitan areas. The Dallas-Fort Worth-Arlington and the Houston-The Woodlands-Sugar Land metropolitan statistical areas rank 4th and 5th, respectively, by population in the country.[9] Houston currently ranks as the 4th largest, and 3rd fastest growing, city in the United States. Dallas is the 9th largest city, and its rate of growth ranks 7th in the nation.[10] There currently is no direct passenger rail service between Dallas and Houston. Approximately 90% of travelers between the two cities make the journey by automobile. The current driving time via I-45 is a minimum of four hours each way.[11]

---

[9] Ranking based on the United States Census Bureau, *Annual Estimates of Resident Population: April 1, 2010 to July 1, 2015—United States—Metropolitan Statistical Area; and for Puerto Rico 2015 Population Estimates, available at* http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=PEP_2015_GCTPEPANNR.US24PR&prodType=table.

[10] *See* www.citymayors.com/gratis/uscities_100.html; www.citymayors.com/gratis/uscities_growth.html.

[11] Texas Transportation Institute, *Potential Development of an Intercity Passenger Transport System in Texas – Final Project Report* (published May 2010) ("*TTI Intercity Passenger Study*") at 45, Table 20.

FRA has identified both Dallas/Ft. Worth and Houston as among the 10 U.S. cities with the most congested roads.[12] The Texas Transportation Institute ("TTI") estimates that the number of cars traveling in the Dallas/Ft. Worth-Houston corridor is likely to exceed the capacity of the highway network by nearly 30% in 2035.[13] This would, in turn, increase the average driving time between the Dallas/Ft. Worth and Houston metropolitan areas to 6.5 hours by 2035.[14] The remaining ten percent of travel between Dallas/Ft. Worth and Houston takes place by air. Airlines offer frequent departures from both metropolitan areas. However, air travel can be unpredictable and stressful. While the gate-to-gate flight time between Dallas and Houston is approximately 65 minutes, the actual elapsed time from arrival at the origin airport to exit from the destination airport can be as much as three hours due to crowded check-in lines, airport security procedures and restrictions on carry-on luggage that require many passengers to check their bags. Air travelers experience frequent delays and flight cancellations due to weather conditions, mechanical issues, air traffic control system delays and the sheer number of flights arriving at and departing from airports in major cities like Dallas

---

[12] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 12, Map 2 (citing TTI *Urban Mobility Report* (2009)).

[13] *TTI Intercity Passenger Study* at 17, Table 3.

[14] *Id.* Based on these findings, TTI concluded that "if the population of the state continues to grow as forecast in the coming decades, additional intercity public transportation options such as intercity rail and express bus transit must be considered if TxDOT is to continue to fulfill its mission of efficient and effective movement of both people and goods." *Id.* at 5.

and Houston.[15] Recent data indicate that on-time performance was only 80% on Houston-Dallas flights, and 80% on Dallas-Houston flights, for the period January 1 to December 31, 2015.[16]

The Texas Central Line will introduce a safe, reliable, convenient and productive mode of travel between the Dallas/Ft. Worth and Houston metropolitan areas. The line's design, construction, operation and maintenance will be based on the state-of-the-art fifth generation Shinkansen N700 Bullet train technology currently operated by Central Japan Railway Company ("JRC") on the Tokaido Shinkansen.[17] The Tokaido Shinkansen trains have operated in commercial service between Tokyo and Osaka, Japan for more than 50 years and have not experienced a single passenger fatality or injury due to a train accident such as a derailment or collision. Indeed, there have not been any train-to-train collisions or derailments on Tokaido Shinkansen's mainlines during more than five decades of service.[18] Operating on a dedicated, grade separated, secure corridor, Texas Central train service will be far safer than travel on the state's increasingly congested highways.

The Tokaido Shinkansen technology is exceptionally reliable and consistent. The average delay per train (including delays caused by external circumstances

---

[15] Keith V.S. ¶ 16.

[16] *See* flight performance data from DAL to HOU and HOU to DAL at http://apps.bts.gov/xml/ontimesummarystatistics/src/ddisp/OntimeSummarySelect.xml?tname=OntimeSummaryBothData.

[17] Keith V.S. ¶ 6.

[18] *See* United States Department of Transportation, Federal Railroad Administration, *Vision for High-Speed Rail in America* (April 2009) at 3 ("the Tokaido Shinkansen trains have operated without a derailment or collision since the inception of operations in 1964.").

such as natural disasters) is less than one minute. Texas Central's dedicated rail corridor will enable it to deliver a level of on-time performance that is simply not possible via other modes of transportation. Operating at speeds up to 205 MPH, Texas Central trains are expected to achieve a total transit time of less than 90 minutes between Dallas and Houston.[19]

Texas Central's high-speed train service will be convenient—the Dallas and Houston stations will be located close to employment centers with high ridership capture, making the stations more accessible for customers (including business travelers, students, recreational passengers and persons seeking medical services in Dallas/Ft. Worth and Houston). Check-in and security procedures would be far less time-consuming than at busy airports. Passengers will be permitted to carry their luggage onboard, avoiding delays and the risk of lost bags at destination. Texas Central plans to offer amenities such as meal service and Wi-Fi to make the journey more productive and relaxing than travel by air or highway.

As FRA has observed:

> The demand for rail passenger transportation depends on the performance of the system. Late passenger trains and inadequate amenities drive away customers, while on-time, frequent and comfortable trains draw increased patronage. Passengers switch to rail when the combination of the positive attributes (safety, speed, reliability, comfort, and convenience) outweighs the cost of transportation alternatives.[20]

---

[19] Keith V.S. ¶ 5.

[20] *See* United States Department of Transportation, Federal Railroad Administration, *Preliminary National Rail Plan* (October 2009) at 7.

Petitioners anticipate that Texas Central's safe, efficient and convenient high-speed service will attract approximately four million riders annually by the year 2025. Ridership is expected to increase over a four-year "ramp up" period, as travelers become aware of the Texas Central service and its benefits. Petitioners anticipate that, by 2026, approximately 20% of all Dallas-Houston travelers will choose Texas Central's high-speed passenger service.[21]

Both USDOT and TxDOT have recognized the national benefits of introducing high-speed passenger rail service in heavily traveled transportation corridors such as Dallas-Houston. USDOT's *National Rail Plan* identifies the "Texas Triangle" consisting of Dallas, Houston and San Antonio (which contains most of Texas' major cities and close to 75% of the state's population) as one of America's emerging "mega-regions."[22] USDOT forecasts that, by 2050, 75% of the nation's population will live in such mega-regions.[23] The *National Rail Plan* identifies as a national goal to "connect communities with High-speed and Intercity Passenger Rail where population densities and competitive trip times create markets for success."[24] In particular, USDOT has found that "high-speed intercity

---

[21] Keith V.S. ¶ 18.

[22] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 5, Map 1.

[23] *Id.*

[24] *Id.* at 9.

passenger rail can play a critical role" in connecting cities that are up to 500 miles apart.[25]

As suggested by its consistency with the *National Rail Plan*, the Texas Central Line will also provide needed connectivity to the interstate passenger rail network. TxDOT has observed that

> [t]he National Railroad Passenger Corporation (Amtrak) is currently the sole provider of intercity passenger rail service in Texas . . . . Amtrak currently serves most of the state's major urban areas, although not all urban areas are directly connected.[26]

One of the most significant "gaps" in Amtrak's route structure involves Texas' two largest cities, Dallas and Houston. While certain Amtrak trains make stops in either Dallas or Houston, Amtrak does not provide direct service between those two cities.[27] The Texas Central Line will provide a needed rail connection between the Amtrak routes serving Dallas and Houston, respectively, thereby facilitating interstate rail travel. Thus, the Texas Central Line will "complete" the interstate railroad network serving the Texas mega-region; and as such, is a part of the interstate railroad network. Texas Central's frequent train service will make it

---

[25] *See* United States Department of Transportation, Federal Railroad Administration, *Vision for High-Speed Rail in America* (April 2009) at 2. *See also* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 10. TxDOT has long identified Dallas-Houston as a corridor in which high-speed rail service can play a vital role. Texas Department of Transportation, *Texas Rail Plan* (revised May 12, 2014) at 4-4.

[26] *Id.* at 4-9.

[27] *Id.* at 4-11, Figure 4-4.

convenient for interstate passengers to coordinate travel on Texas Central with Amtrak's daily departures from Dallas and Houston.

The Texas Central Line will also create potential for connections with other future passenger rail systems. TxDOT and Oklahoma DOT are currently studying passenger rail service options for the 850-mile interstate corridor between Oklahoma City and South Texas.[28] That study includes an evaluation of potential rail service options that would connect Oklahoma City with the Dallas/Fort Worth area. TxDOT also established the Commission for High-Speed Rail[29] for the purpose of studying possible routes for a high-speed rail system between Dallas and Fort Worth (the so-called "Dallas – Fort Worth Core Express Service"). TxDOT and FRA are currently preparing an EIS for such a line.[30] As Texas Central's Chief Executive Officer, Timothy Keith, testifies, Petitioners welcome the opportunity to explore mutually beneficial cooperative arrangements with other passenger service providers to enhance the experience of interstate rail travelers.[31]

---

[28] *See* Texas Department of Transportation, *Texas-Oklahoma Passenger Rail Study*, http://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-oklahoma-rail.html. *See also* Texas Department of Transportation, *Texas Rail Plan* (revised May 12, 2014) at 4-8.

[29] *See* Ryan Poppe, *TxDOT Approves Creation of High-Speed Rail Commission*, TEXAS PUBLIC RADIO (January 30, 2014), *available at* http://tpr.org/post/txdot-approves-creation-high-speed-rail-commission#stream/0.

[30] *See* Texas Department of Transportation, *High-Speed Rail Study Between Dallas, Fort Worth Gets Federal Approval* (September 5, 2014). *See also Notice of Intent to Prepare an Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor*, 79 Fed. Reg. 36123 (June 25, 2014).

[31] Keith V.S. ¶ 20.

In addition to connecting Texas' two largest cities and serving the two fastest growing metropolitan areas, the Texas Central Line will generate substantial economic benefits for the state. A high-speed rail connection between Dallas and Houston will improve the productivity of business people who travel between those cities on a regular basis. Petitioners project that construction of the Texas Central Line will create more than 10,000 jobs per year during the project's anticipated four-year construction phase. When Texas Central initiates service, its rail operations are projected to create approximately 1,000 permanent jobs. Development around Texas Central stations is likely to create even more employment opportunities, and to generate increased state, county and municipal sales and *ad valorem* tax revenues.[32] Texas Central estimates that its more than $10 billion investment in the project's civil construction and the core system could spur $36 billion in economic benefits, and generate nearly $2.5 billion in tax revenues to the state, counties, local municipalities, school districts and other taxing entities, between 2015 and 2040.[33]

D. Environmental Review

FRA currently does not have comprehensive regulations governing a totally dedicated high-speed passenger rail operation based on accident avoidance principles. As such, Texas Central will petition the FRA for a rulemaking specific to the technology and operations planned for the Dallas-Houston corridor. Petitioners

---

[32] Keith V.S. ¶¶ 21-22.

[33] *See* Insight Research Corporation, *Texas Central's High Speed Rail Corridor and Related Private Development Houston to Dallas/Fort Worth, Texas,* October 13, 2015.

have been engaged in discussions with FRA regarding the development of a Rule of Particular Applicability ("RPA") to establish safety regulations specific to Texas Central's services and operating environment.

FRA's future regulatory action to approve the use of the Shinkansen technology by Texas Central constitutes a federal action and triggers an environmental review under NEPA.[34] In June 2014 the FRA initiated the Environmental Impact Statement as required by NEPA.[35] Petitioners anticipate that the Board will join the EIS process initiated by FRA as a cooperating agency. The Board has previously collaborated with FRA in reviewing the environmental impacts of proposed passenger rail construction projects, and it should take a similar approach here.[36]

The Texas Central Line represents an environmentally friendly alternative to travel via the increasingly congested highways serving the Dallas-Houston corridor. As stated above, Petitioners anticipate that the Texas Central service will reduce automobile traffic in the Dallas-Houston corridor, mitigating congestion and reducing carbon emissions. Moreover, travel by train is more fuel efficient than air

---

[34] *See* United States Department of Transportation, Federal Railroad Administration, *Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report* (August 10, 2015) at 2.

[35] *See Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor*, Federal Register Vol. 79, No. 122 (June 25, 2014) at 36123-36124.

[36] *See, e.g., DesertXpress Enterprises, LLC – Construction & Operation Exemption – In Victorville, CA and Las Vegas ("DesertXpress")*, FD 35544, at 4, n.6 (STB Oct. 20, 2011) (stating that FRA was lead agency in environmental review "because it has some jurisdiction and expertise related to high-speed train operations and railroad safety.")

travel, particularly at the 240-mile distance between Dallas and Houston. An FRA comparison of energy consumption by mode indicated that intercity train service consumes 20% fewer BTUs per passenger mile than air service.[37]

Construction and operation of the Texas Central Line will not generate substantial adverse environmental impacts. Locating the line along an existing utility corridor (as proposed by Texas Central) would minimize displacement of other land uses and reduce environmental impacts during construction. Once the line becomes operational, the environmental impact of Texas Central's train service will be decidedly positive. The Shinkansen N700 Bullet train was designed to operate in Japan's most densely populated urban environments. Its design embodies decades of applied research, making it one of the quietest trains in the world.[38] Texas Central's ongoing train operations will not significantly increase existing levels of noise, vibration or pollutants. Any potential adverse impacts of the Texas Central Line are far outweighed by the environmental, health, safety and transportation benefits of introducing efficient high-speed passenger rail service in one of America's most congested (and fastest-growing) regions.

II. THE CONSTRUCTION AND OPERATION OF THE TEXAS CENTRAL LINE IS SUBJECT TO THE BOARD'S JURISDICTION.

The STB has jurisdiction over rail transportation between a place in a state and a place in the same state where such transportation is carried out "as part of

---

[37] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 8, Figure 5.

[38] Keith V.S. ¶ 25.

the interstate rail network."[39] The phrase "as part of the interstate rail network" was added to the statute to codify a "new, explicit statutory grant to the agency over intrastate rail transportation."[40] With the passage of the ICC Termination Act of 1995 ("ICCTA"),[41] Congress expanded the Board's jurisdiction to include rail lines located within a single state based upon their relationship to the interstate rail network.

The determination of whether a particular rail line is part of the interstate rail network is a fact-specific inquiry. Where a rail line located entirely within one state nonetheless provides connectivity with the interstate passenger rail network and creates new options for interstate rail travel, the line is deemed to be "part of the interstate rail network" subject to the Board's jurisdiction. For example, in *CA High-Speed Rail*, the California High-Speed Rail Authority (the "Authority") claimed that a proposed new high-speed passenger rail line was not subject to the Board's jurisdiction because it would be located entirely within the state of California, would offer only intrastate service, and the Authority had no plans to participate in joint ticketing or other arrangements with Amtrak or other interstate rail service providers. The Board rejected those arguments, and unanimously held

---

[39] 49 U.S.C. § 10501(a)(2)(A). *See California High-Speed Rail Authority—Construction Exemption—In Merced, Madera and Fresno Counties, Cal.* (*"CA High-Speed Rail"*), FD 35724, at 11-12 (STB June 13, 2013); *All Aboard Fla.-Operations LLC & All Aboard Fla.-Stations—Construction & Operation Exemption—in Miami, Fla. & Orlando, Fla.* (*"All Aboard Florida"*), FD 35680, at 3 (STB Dec. 21, 2012); *DesertXpress Enters., LLC—Pet. for Declaratory Order* (*"DesertXpress—Declaratory"*), FD 34914, at 9 (STB May 7, 2010).

[40] *DesertXpress—Declaratory*, at 9 (emphasis in original).

[41] ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803.

that the proposed line "will be constructed as part of the interstate rail network" based on the line's "interconnectivity with Amtrak, which has long provided interstate passenger rail service." *Id.* at 12. In particular, the Board noted that the proposed station locations for the new high-speed rail system created opportunities for interstate travelers to transfer between the line and existing Amtrak routes. *Id.* at 13. In contrast, where the rail line offers no possible connectivity to any other current or future rail line providing interstate transportation—and would therefore transport exclusively intrastate passengers—the proposed line would not be subject to the Board's jurisdiction.[42]

In this case, Petitioners submit that once constructed, the proposed Texas Central Line would be "part of the interstate rail network" for at least five interrelated reasons.

First, the Texas Central Line is clearly a line of national (rather than solely intrastate) significance. Texas Central will operate the first true high-speed passenger rail service in the United States, offering up to 34 daily departures in its initial service plan, in each direction between two of the nation's largest metropolitan areas. As discussed above, both USDOT and TxDOT have identified Dallas-Houston as a priority corridor for the development of a high-speed passenger

---

[42] *See, e.g., All Aboard Florida*, slip op. at 3-4 (Board had no jurisdiction over a line that would offer connection only with an airport and would not be operated as part of the interstate *rail* network); *Fun Trains, Inc.—Operation Exemption—Lines of CSX Transp.*, FD 33472 (STB March 5, 1998) (STB lacked jurisdiction over a proposed excursion passenger train service in Florida).

rail network. [43] USDOT's *National Rail Plan* articulates a policy goal of "connect[ing] communities with High-speed and Intercity Passenger Rail where population densities and competitive trip times create markets for success." [44] As Texas Central's CEO, Timothy Keith, testifies: "The project is significant and will be a first of its kind; a privately sponsored high-speed passenger rail project—with private equity at risk during development, construction, and operation—that could transform how infrastructure projects of this kind are developed in the United States going forward."[45]

Second, construction of the Texas Central Line will significantly enhance the connectivity of the interstate passenger rail network. As Figure 1 shows, Amtrak's current route structure includes service to both Dallas and Houston, but Amtrak does not provide passenger service between those two major metropolitan areas.[46]

---

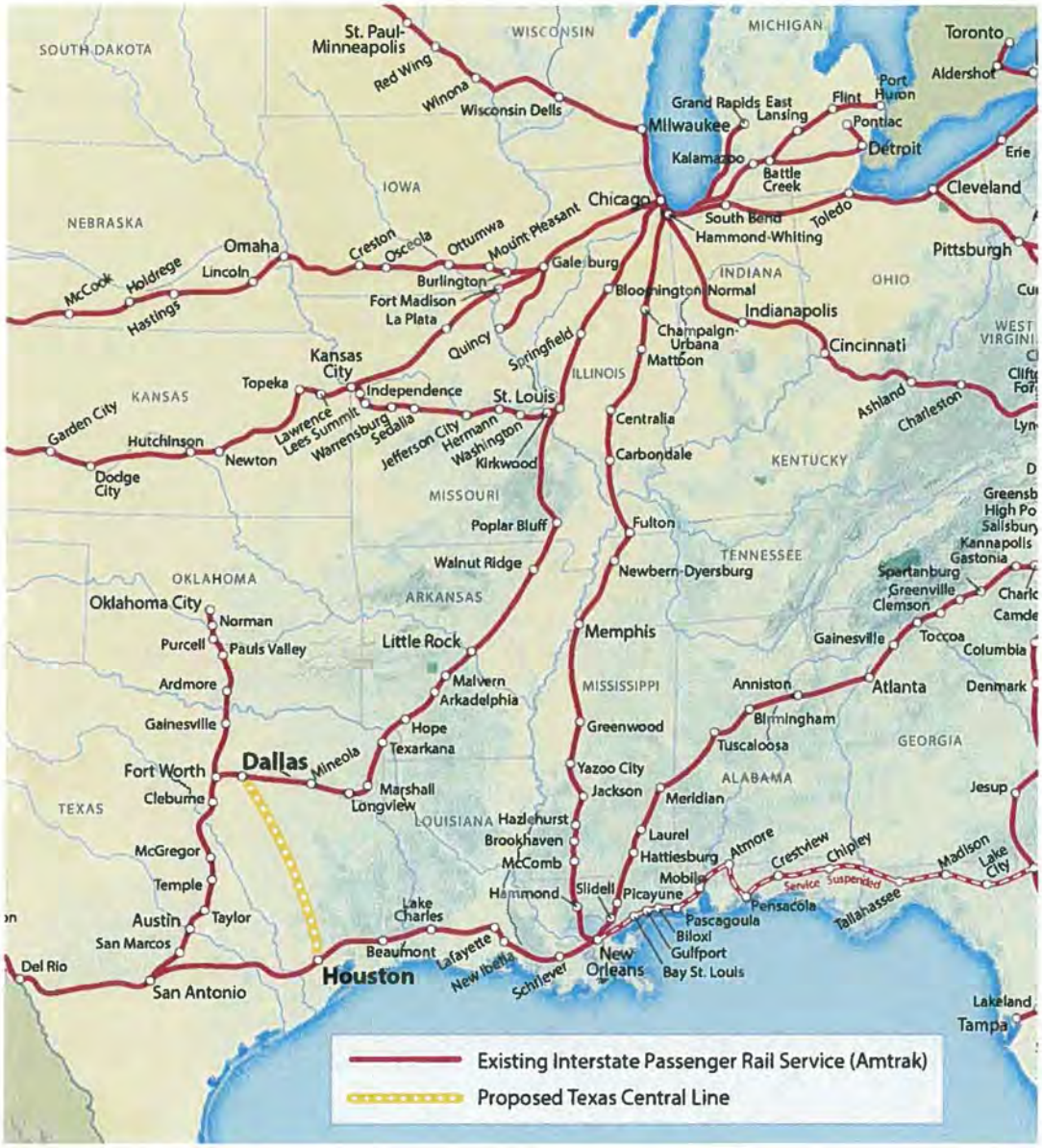
[43] *See* United States Department of Transportation, Federal Railroad Administration, *Preliminary National Rail Plan* (October 2009) at 11, Figure 4; Texas Department of Transportation, *Texas Rail Plan* (revised May 12, 2014) at 4-4.

[44] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 9.

[45] Keith V.S. ¶ 13.

[46] *See also* Texas Department of Transportation, *Texas Rail Plan* (revised May 12, 2014) at 4-11, Figure 4-4.

FIGURE 1: THE INTERSTATE PASSENGER RAIL NETWORK



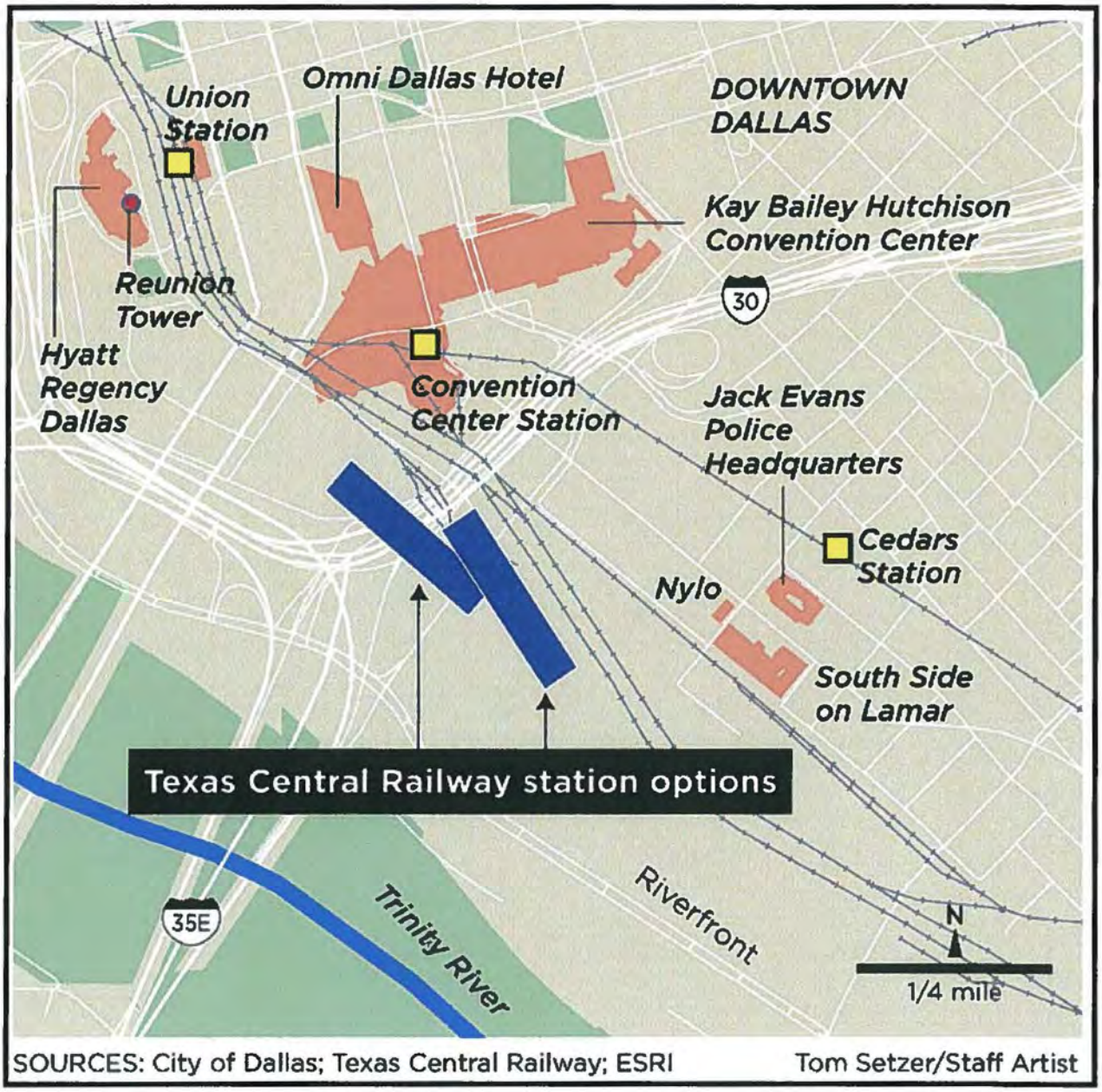
The Texas Central Line will create a connection between the Amtrak routes serving Dallas and Houston, respectively, thereby facilitating interstate rail travel. Indeed, the Texas Central Line will "complete" the interstate passenger railroad network in the Texas mega-region. Texas Central's frequent train service will make it convenient for interstate passengers to coordinate travel on Texas Central with

Amtrak departures from Dallas or Houston. Pedestrian walkways and/or shuttle service between stations (or cross-platform) could connect the Texas Central Line with Amtrak's existing train services, and (potentially) other high-speed passenger rail systems currently under consideration.

Third, as in *CA High-Speed Rail*, potential sites for Texas Central's stations are being evaluated (among other factors) for their connectivity with existing passenger rail services. Figure 2 depicts the two locations currently under consideration for Texas Central's Dallas station. As Figure 2 shows, both potential station sites are in close proximity to Dallas Union Station (where Amtrak trains arrive and depart) and to the existing rail lines operated by Dallas Area Rapid Transit ("DART"). While the precise location of Texas Central's Houston station has not been determined, a station site under consideration would be adjacent or close to the Northwest Transit Center, where travelers would have ready access to the Houston Amtrak station via a scheduled, short bus transfer. These Amtrak stations would function as "feeders" for the Texas Central Line, and vice-versa.[47]

[47] *See CA High-Speed Rail*, slip op. at 6, 13.

FIGURE 2: PROPOSED TCP STATIONS IN DALLAS



Fourth, the Texas Central Line will create potential for connections with future high-speed passenger rail systems, including a possible line between Oklahoma City and South Texas currently being evaluated by the states of Texas and Oklahoma and a potential high-speed rail system between Dallas and Fort

Worth. Rail passengers utilizing those (and other) future high-speed rail services may be able to travel beyond Dallas to the Houston metropolitan area and (via Amtrak) to points beyond.

Finally, as Texas Central's CEO, Timothy Keith, testifies, Petitioners "welcome[ ] the opportunity to serve the transportation needs of interstate rail passengers and enhance the experience of interstate rail travelers."[48] It is too early in the project to define the precise nature and scope of such potential arrangements—indeed, it will be years before the Texas Central Line becomes operational. Nevertheless, Petitioners' stated willingness to consider cooperative efforts in conjunction with passenger rail providers serving points beyond Texas distinguishes the Texas Central Line from those at issue in *All Aboard Florida* and *CA High-Speed Rail*, where the proposed operators expressly disavowed any desire or intention to hold themselves out to participate in transporting interstate passengers.

In short, it is readily apparent that the Texas Central Line will be "part of the interstate rail network." Accordingly, the proposed construction and operation of the line are subject to the jurisdiction of the STB.

III. THE BOARD SHOULD EXEMPT THE CONSTRUCTION AND OPERATION OF THE TEXAS CENTRAL LINE FROM THE PRIOR APPROVAL REQUIREMENTS OF 49 U.S.C. § 10901.

The construction and operation of a new rail line requires prior Board approval pursuant to 49 U.S.C. § 10901. However, 49 U.S.C. § 10502(a) provides

---

[48] Keith V.S. ¶ 20.

that the Board "shall" exempt a proposed rail line construction from formal regulation under Section 10901 if it finds that (1) such regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101; and (2) either (a) the transaction or service is of limited scope, or (b) regulation is not necessary to protect shippers from the abuse of market power.[49] Congress has admonished the Board to exercise its exemption authority broadly to reduce regulation wherever possible.[50]

The proposed construction and operation of the Texas Central Line easily satisfies the standards for exemption under Section 10502.

A. An Exemption Will Promote The Rail Transportation Policy.

The Interstate Commerce Act incorporates a general presumption that rail construction projects should be approved.[51] As the Board has explained,

> [I]n enacting the ICC Termination Act of 1995, Pub. L. No. 104- 88, 109 Stat. 803, Congress intended to facilitate rail construction by changing the statutory standard from

---

[49] *See, e.g., DesertXpress*, at 3; *Alaska Railroad Corp. – Construction and Operation Exemption – Rail Line between North Pole and Delta Junction, AK* ("*Alaska Railroad Construction*"), FD 34658, at 5-6 (STB Jan. 6, 2010).

[50] *See, e.g., American Trucking Associations v. ICC*, 656 F.2d 1115, 1119 (5th Cir. Unit A 1981) (explaining that the ICC was charged with the responsibility of actively pursuing exemptions for transportation and services that comply with the section's standards); H.R. Rep. No. 96-1430, at 105 (1980) (House Report on Staggers Act explaining that the ICC was charged with removing "as many as possible of the Commission's restrictions").

[51] *See Class Exemption for the Construction of Connecting Track Under 49 U.S.C. 10901*, 1 S.T.B. 75, 79 (1996). This was not always the case—prior versions of the Act instructed the Interstate Commerce Commission to evaluate new construction proposals with care and not to approve new construction without finding that it was consistent with the public convenience and necessity. *See Alaska Railroad Construction*, slip op. at 5, n.4 (explaining statutory policy shift from pre-Staggers regime where ICC was "directed to scrutinize rail construction projects closely to prevent excess rail capacity").

> requiring approval if the agency finds that a project is consistent with the public convenience and necessity (PC&N) to requiring approval unless the agency finds the project is inconsistent with the PC&N. Under this new standard, proposed rail construction projects are to be given the benefit of the doubt.[52]

In short, "Congress has established a presumption that rail construction projects are in the public interest unless shown otherwise."[53]

Under the current statute, a party is not required to demonstrate a public need for a new rail line.[54] Rather, a party need only demonstrate that the proposed line is not inconsistent with the public convenience and necessity. Here, however, there is no question that construction of the proposed Texas Central Line is consistent with both the Rail Transportation Policy set forth in 49 U.S.C. § 10101 and with current federal policy encouraging the development of high-speed passenger rail services.

Granting an exemption for the construction and operation of the Texas Central Line will promote the Rail Transportation Policy in a variety of ways:

---

[52] *The Burlington Northern & Santa Fe Ry. Co. – Construction and Operation Exemption – Seadrift and Kamey, TX*, FD 34003, at 4 (STB June 19, 2001) (emphasis added).

[53] *DesertXpress*, at 3. *See also Northern Plains Resource Council, Inc. v. STB*, 668 F.3d 1067, 1089-92 (9th Cir. 2011) (affirming Board's interpretation of § 10901 finding a presumption that new construction should be approved).

[54] *See Illinois Central R.R. Co. – Construction and Operation Exemption – In East Baton Rouge Parish, LA*, FD 33877, at 2 (STB May 25, 2001) ("Neither under the exemption criteria of section 10502 nor under the prior approval requirements of section 10901 is there a requirement of a showing of public need for the facilities proposed to be constructed.").

First, the Texas Central Line will help to "ensure the development and continuation of a sound rail transportation system with effective competition among rail carriers and with other modes, to meet the needs of the general public."[55] Construction and operation of the Texas Central Line clearly will contribute to the development of a sound rail transportation system by introducing a safe, efficient, comfortable and convenient transportation option between two of the nation's largest cities. Indeed, the proposed Texas Central Line responds directly to the *National Rail Plan's* goal of connecting communities with high-speed passenger rail service.[56] The Texas Central Line will also introduce an effective competitive alternative to air and highway travel in the Dallas-Houston transportation corridor.

Second, the Texas Central Line will "foster sound economic conditions in transportation and . . . ensure effective competition and coordination between rail carriers and other modes [of transportation]."[57] It will offer an efficient and cost-competitive option for persons traveling between two of the nation's largest metropolitan areas (and points beyond). A high-speed rail connection between Dallas and Houston will improve productivity by creating a more convenient and reliable alternative to travel by automobile, bus or airline. It will also facilitate interstate rail travel by providing a needed link between Amtrak's cross-country rail routes that stop at Dallas and Houston. Texas Central has stated its

---

[55] 49 U.S.C. § 10101(4).

[56] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 9.

[57] 49 U.S.C. § 10101(5).

willingness to serve the transportation needs of interstate rail passengers, and will promote coordination of services between rail carriers and other modes of transportation.

Third, the Texas Central Line will "encourage and promote energy conservation."[58] Introducing high-speed passenger rail service between Dallas and Houston will mitigate traffic congestion in one of the nation's busiest and most highly congested transportation corridors. The Texas Central Line will contribute to a reduction in carbon emissions by eliminating riders from the congested highways linking Dallas and Houston. As FRA has found, travel by train is likewise more fuel efficient than air travel, consuming 20% fewer BTUs per passenger mile than air service.[59]

Fourth, granting Petitioners' request for an exemption will "minimize the need for Federal regulatory control over the rail transportation system" (49 U.S.C. § 10101(2)) by avoiding an unnecessarily cumbersome application process for the construction of the Texas Central Line. Petitioners' proposal to construct the Texas Central Line—with private dollars—is manifestly consistent with USDOT's stated policy objective of developing a robust network of high-speed passenger rail lines linking the nation's major cities.[60] No legitimate policy objective would be served by

---

[58] 49 U.S.C. § 10101(14).

[59] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 8, Figure 5.

[60] *See id.* at 5, Map 1 and 9.

subjecting the proposed Texas Central Line to a lengthy application and approval process.

Fifth, granting the requested exemption will both "reduce regulatory barriers to entry into and exit from the industry"[61] and "provide for the expeditious handling and resolution of . . . proceedings required or permitted to be brought [before the Board]." [62] An exemption will minimize the time and administrative expense associated with Petitioners' proposal, and enable them to construct the Texas Central Line and introduce an exciting new transportation option to millions of travelers sooner than would be possible if a formal application proceeding under Section 10901 were required. Regulatory barriers to the creation of new rail capacity should be minimized whenever possible in order to promote new transportation options.

In short, granting the requested exemption will promote the goals of the Rail Transportation Policy without generating any effects that would be counter to Section 10101's mandates. Indeed, the Board (and the Interstate Commerce Commission before it) have repeatedly found that the construction and operation of additional rail lines promotes the Rail Transportation Policy by providing a greater range of transportation service options, promoting competition and encouraging all carriers to provide more efficient transportation service.[63]

---

[61] 49 U.S.C. § 10101(7).

[62] 49 U.S.C. § 10101(15).

[63] *See, e.g., CA High-Speed Rail* at 22-23; *DesertXpress*, at 3-4; *Alaska Railroad* at 5-6; *Arizona Eastern Ry., Inc. – Construction Exemption – In Graham County, AZ*, FD 34836, at 3 (STB June 15, 2009); *Itasca County Regional Rail Authority – Petition*

B. Regulation Of The Texas Central Line Is Not Needed To Protect Shippers From The Abuse Of Market Power.

The second element of Section 10502's standard for granting an exemption is stated in the alternative: either "the transaction or service is of limited scope" or formal regulation of the transaction or service "is not needed to protect shippers from the abuse of market power."[64] The proposed construction and operation of the Texas Central Line clearly satisfies the latter test. Regulation of the Texas Central Line is unnecessary to protect freight shippers from an abuse of market power because Petitioners will not offer any freight transportation service. Likewise, construction of the Texas Central Line does not pose a threat to rail passengers, because there currently exists no passenger rail service in the Dallas-Houston transportation corridor that Petitioners plan to serve.

Nor is regulation of the Texas Central Line needed to protect persons traveling between Dallas and Houston via other modes of transportation from an abuse of market power. To the contrary, the Texas Central Line will enhance the competitive options available to both intrastate and interstate travelers, by introducing a safe, efficient, comfortable and convenient new rail service in the

---

for Exemption – Construction of a Line of Railroad in Itasca County, MN, FD 34992, at 3 (STB Sept. 8, 2008); *Southwest Gulf R.R. Co. – Construction and Operation Exemption – Medina County, TX* ("*Southwest Gulf R.R. Co.*"), FD 34284, at 2 (STB May 19, 2003); *Missouri Pacific R.R. Co – Construction and Operation Exemption – Harris and Chambers Counties, TX* ("*Missouri Pacific R.R. Co.*"), FD 32571, 1995 WL 385792, at *4 (STB June 30, 1995).

[64] 49 U.S.C. § 10502(a)(2).

Dallas-Houston corridor.[65] As discussed above, approximately 90% of all travel between Dallas and Houston occurs via automobile. The currently available alternatives to driving include traveling by bus or by air. Bus service between Dallas and Houston is offered by several carriers, including MegaBus and a new "luxury" bus operated by Vonlane.[66] Airlines likewise offer numerous daily flights between Dallas and Houston. Air travel currently accounts for approximately ten percent of all trips between Dallas and Houston.

Texas Central will offer an attractive competitive alternative to travel by automobile, bus or air. Riding a Texas Central train will enable travelers to avoid the delays, stress and inconvenience of driving along the congested I-45 highway corridor. Current airline passengers will be able to leave behind the crowded check-in lines, airport security procedures, restrictive baggage rules and frequent flight delays associated with air travel. Texas Central's dedicated, grade separated, secure corridor will enable it to provide a safe, convenient and less stressful transportation service with consistent on-time performance. Nevertheless, Petitioners project that approximately 20% of Dallas-Houston travelers will choose Texas Central's high-

---

[65] *See DesertXpress* at 3 (approving exemption for new passenger line that would "provid[e] additional transportation options"); *Southwest Gulf R.R. Co.*, at 3 (concluding that "the proposed transaction will enhance competition by providing . . . a rail transportation option to go along with existing motor carrier options").

[66] *See* D. Begley, *Luxury bus service aims to meet growing Houston-Dallas travel demand*, HOUSTON CHRONICLE (Apr. 16, 2015) (noting that the luxury bus company is "one of a handful looking for a foothold in the growing market of ferrying people among Texas' metro areas"), *available at* http://www.houstonchronicle.com/news/transportation/article/Company-banking-on-Texans-traveling-in-style-6204590.php.

speed passenger service—approximately 80% of all travelers will continue to travel via competing transportation modes.

As these facts demonstrate, the introduction of a high-speed passenger rail option serving the Dallas-Houston corridor will not result in, or enable, any abuse of market power.[67] Accordingly, the Board should grant Petitioners an exemption from the prior approval requirements of 49 U.S.C. § 10901 to construct and operate the Texas Central Line.[68]

IV. THE BOARD SHOULD EXEMPT PETITIONERS FROM REGULATION PURSUANT TO SUBTITLE IV.

The Board should also grant Petitioners' request for an exemption from all of 49 U.S.C. Subtitle IV. The Board's evaluation of this element of the Petition is subject to the same statutory standards as Petitioners' request for an exemption from Section 10901 to construct and operate the Texas Central Line.[69] The Board and its predecessor have granted exemptions from Subtitle IV for a variety of rail

---

[67] Because regulation is not needed to protect shippers from the abuse of market power, the Board need not determine whether the transaction is of limited scope. *See, e.g., DesertXpress* at 4 n.5 ("Given our finding under 49 U.S.C. § 10502(a)(2)(B) regarding the probable effect of the proposed Line on market power, we need not determine under 49 U.S.C. § 10502(a)(2)(A) whether the transaction is limited in scope."); *Missouri Pacific R.R. Co.* at *4 ("The transaction appears to be of limited scope . . . but we need not make that finding here because regulation is not necessary to protect shippers from market power abuse.").

[68] *See DesertXpress* at 4 (finding no market power abuse concerns for construction of new passenger line).

[69] *See* 49 U.S.C. § 10502(a). *See also, e.g., Great Canadian Railtour Co. Limited D/B/A Rocky Mountaineer – Petition for Exemption from 49 U.S.C. Subtitle IV* ("*Great Canadian Railtour*"), FD 35851, at 4 (STB June 3, 2015); *Logansport & Eel River Short-Line Co., Inc. – Exemption from 49 U.S.C. Subtitle IV*, FD 31367, 1989 ICC LEXIS 132 at * 2 (May 1, 1989).

services and transactions, including passenger rail operations.[70] Petitioners should likewise be exempted from ongoing Board regulation.

A. Economic Regulation Of Petitioners Is Not Necessary To Carry Out The Rail Transportation Policy.

The Board should exempt Petitioners from ongoing regulation pursuant to Subtitle IV because such regulation is not necessary to carry out the Rail Transportation Policy set forth at 49 U.S.C. § 10101. The Board (and its predecessor, the ICC) have exempted a variety of passenger rail services from Subtitle IV regulation.[71] Indeed, the agency has found that exempting passenger operators from Subtitle IV regulation promotes (rather than undermines) the nation's Rail Transportation Policy objectives.[72] Formal regulation of Petitioners'

---

[70] *See, e.g., Great Canadian Railtour* (passenger excursion service using Amtrak train and engine crews); *The Pullman Sleeping Car Co. LLC–Petition for Exemption from 49 U.S.C. Subtitle IV* ("*Pullman*"), FD 35738 (STB Feb. 5, 2015) (passenger service on sleeping, dining, and lounge cars as part of Amtrak train consists); *American Orient Express Ry. Co. LLC – Petition for Declaratory Order*, FD 34502 (STB Dec. 29, 2005) (excursion service using Amtrak locomotives and Amtrak train and engine crews); *Metro North Commuter R.R. Co. – Acquisition Exemption – The Maybrook Line* ("*Metro North*"), FD 32639, 1995 WL 11215 (Jan. 13, 1995) (commuter rail line); *Cape Cod & Hyannis R.R., Inc. – Exemption from 49 U.S.C. Subtitle IV* ("*Cape Cod & Hyannis*"), FD 31229, 1988 ICC LEXIS 82 (March 21, 1988) (seasonal passenger and tour railroad service); *Alaska R.R. Co. – Exemption – From 49 U.S.C. Subtitle IV* ("*Alaska Railroad Subtitle IV Exemption*"), FD 30740, 1985 ICC LEXIS 2 (Dec. 31, 1985) (Alaska passenger service with a modified winter schedule).

[71] *See* footnote 69 (and cases cited therein).

[72] *See Metro North*, at * 3 ("Regulation of [the carrier] is also not necessary to carry out the goals of the RTP. Rather, the exemption will facilitate these goals."); *Cape Cod & Hyannis* ("[E]xemption would foster the rail transportation policy by expediting regulatory decisions, minimizing the need for Federal regulatory control over the rail transportation system, . . . promoting an efficient and sound transportation system and encouraging efficient management.").

high-speed rail operations is likewise unnecessary "because no vital interests of shippers (here, the traveling public), competition, or communities will be adversely affected."[73]

Granting the requested exemption will "allow, to the maximum extent possible, competition and the demand for services to establish reasonable rates for transportation by rail."[74] Petitioners will face robust competition from both air carriers and bus operators for passengers traveling in the Dallas-Houston corridor. Travelers also have the option to make the journey by car—indeed, Petitioners project that the majority of trips between Dallas and Houston will continue to be via automobile. As USDOT's *National Rail Plan* states, the success of Petitioners' high-speed passenger rail service will depend upon the degree to which they can deliver safe, reliable and convenient service at a price that is competitive with other available transportation options.[75] The rates, schedules and service offerings of Petitioners' prospective competitors (airlines and buses) are not subject to federal economic regulation. There is no legitimate policy reason to impose such regulatory burdens on Petitioners.[76] Texas Central's operations will, of course, be subject to safety regulation by FRA.

---

[73] *See Alaska Railroad Subtitle IV Exemption* at * 5.

[74] 49 U.S.C. § 10101(1).

[75] *See* United States Department of Transportation, Federal Railroad Administration, *Preliminary National Rail Plan* (October 2009) at 7.

[76] *See, e.g., Great Canadian Railtour* at 5 ("Requiring Rocky Mountaineer to come to the Board for authority each time it proposes to change its service frequencies would be an unnecessary burden."); *Pullman* at 4 (same).

Exempting Petitioners from Subtitle IV will "minimize the need for Federal regulatory control over the rail transportation system."[77] In several prior decisions, the agency has found that an exemption for passenger rail services would promote this goal of the Rail Transportation Policy.[78] Subjecting Petitioners' day-to-day operations to ongoing economic regulation would not produce any public benefits. To the contrary, hamstringing Petitioners (and other potential high-speed rail projects) with unnecessary regulatory requirements could undermine achievement of the federal policy encouraging the development of a network of high-speed passenger rail lines serving America's major cities.[79]

The Rail Transportation Policy directs the Board to exercise its authority in a manner that "ensure[s] the development and continuation of a sound rail transportation system with effective competition among rail carriers and with other modes, to meet the needs of the general public."[80] The introduction of the nation's first true high-speed passenger rail system in the busy Dallas-Houston transportation corridor will, by definition, contribute to the development of a sound

---

[77] 49 U.S.C. § 10101(2).

[78] *See, e.g., Great Canadian Railtour* at 4 (exempting passenger service is consistent with Section 10101(2) because regulatory control is unnecessary); *Pullman* at 4 (same). *See also Metro North* at *3 ("Exemption will expedite regulatory decisions...").

[79] *See* United States Department of Transportation, Federal Railroad Administration, *National Rail Plan: Moving Forward* (September 2010) at 5, Maps 1 and 9.

[80] 49 U.S.C. § 10101(4).

rail transportation system.[81] It will also address a critical need for connectivity in the interstate rail network. Granting the requested Subtitle IV exemption will allow Petitioners to compete more effectively with other (unregulated) modes of transportation for passengers traveling in the Dallas-Houston corridor. For the same reasons, exempting Petitioners from Subtitle IV regulation will "foster sound economic conditions in transportation and . . . ensure effective competition and coordination between rail carriers and other modes [of transportation]."[82]

As discussed above, the Texas Central Line will promote the Rail Transportation Policy goal of energy conservation. [83] Petitioners' high-speed passenger rail service between Dallas and Houston will mitigate traffic congestion in one of the nation's busiest and most heavily traveled transportation corridors, and will consume less energy than travel by air or highway. The Board has previously found that exempting passenger rail services promotes energy conversation.[84]

As is often the case in connection with proposed exemptions involving passenger operations, other aspects of the Rail Transportation Policy would not be

---

[81] *See Metro North* at *3 (transaction at issue "will also help ensure the development and continuation of a sound rail transportation system to meet the needs of the public."); *BG & CM R.R., Inc. – Exemption from 49 U.S.C. Subtitle IV*, FD 34399, at 3 (STB Oct. 17, 3003) (exemption will "ensure the development and continuation of a sound trail transportation system with effective competition with other modes of transportation to meet the needs of the public.").

[82] *See, e.g., Great Canadian Railtour* at 5 ("an exemption would foster sound economic conditions..."); *Pullman* at 4 (same).

[83] *See* 49 U.S.C. § 10101(14).

[84] *Orange County Transportation Authority et al. – Acquisition and Exemption – The Atchison, Topeka & Santa Fe Ry. Co.*, FD 32173, at 4-5 (STB March 12, 1997).

adversely affected by granting the requested exemption.[85] Therefore, the Board should find that ongoing regulation of Petitioners pursuant to Subtitle IV is not necessary to promote the Rail Transportation Policy.

B. Economic Regulation Of Petitioners Is Not Needed To Protect Shippers From The Abuse Of Market Power.

In *Pullman* (at 4), the Board found that the proposed service would not threaten an abuse of market power because "customers have many other transportation options available to them (*i.e.*, other luxury passenger service, numerous flights, charter bus trips, etc.)."[86] The same conclusion is warranted here. Petitioners' high-speed rail service will not result in any competitive harm—to the contrary, it will enhance competition by introducing a safe, efficient, comfortable and convenient new transportation alternative in the Dallas-Houston corridor. Petitioners will face vigorous competition from airlines and buses for those travelers who choose not to drive between the Dallas/Ft. Worth and Houston metropolitan areas. Indeed, Vonlane, which recently initiated a "luxury" bus service between Dallas and Houston, predicted that a high-speed rail service would be its "fiercest

---

[85] *See Great Canadian Railtour* at 5; *see also Pullman* at 4; *Cape Cod & Hyannis* at * 4.

[86] *See also Great Canadian Railtour* at 5 ("[S]ervice would not result in market power abuse as the record indicates that customers have many other transportation options available to them (i.e., other passenger services, travel by air carrier, charter bus trips, etc."); *Cape Cod & Hyannis* at * 4 ("[C]arriers compete with other passenger modes"); *Alaska Railroad Subtitle IV Exemption* at * 6 ("Moreover, since the affected public sector has transportation alternatives in both an all-weather highway and superior air service between Anchorage and Fairbanks, regulation is not necessary to protect train passengers from an abuse of market power").

competitor" in the corridor.[87] Economic regulation of Petitioners' rates, schedules, station stops and service offerings is not necessary to prevent an abuse of market power, because they will not possess any market power.

In short, the Board should exempt Petitioners from all regulatory requirements under Subtitle IV of Title 49.

CONCLUSION

For the foregoing reasons, Petitioners respectfully request that the Board grant this Petition and issue a decision (1) exempting the construction and operation of the Texas Central Line from the prior approval requirements of 49 U.S.C. § 10901 and (2) exempting Petitioners from ongoing regulation under Subtitle IV of Title 49 once construction is completed and passenger service commences.

Respectfully submitted,

Raymond A. Atkins
Terence M. Hynes
Sidley Austin LLP
1501 K Street, N.W.
Washington, D.C. 20005
(202) 736-8000
(202) 736-8711 (fax)

Kathryn K. Floyd
Jay Johnson
Venable LLP
575 7th Street, N.W.
Washington, D.C. 20004
(202) 344-4000

Counsel to Texas Central Railroad and Infrastructure, Inc.
& Texas Central Railroad, LLC

Dated: April 19, 2016

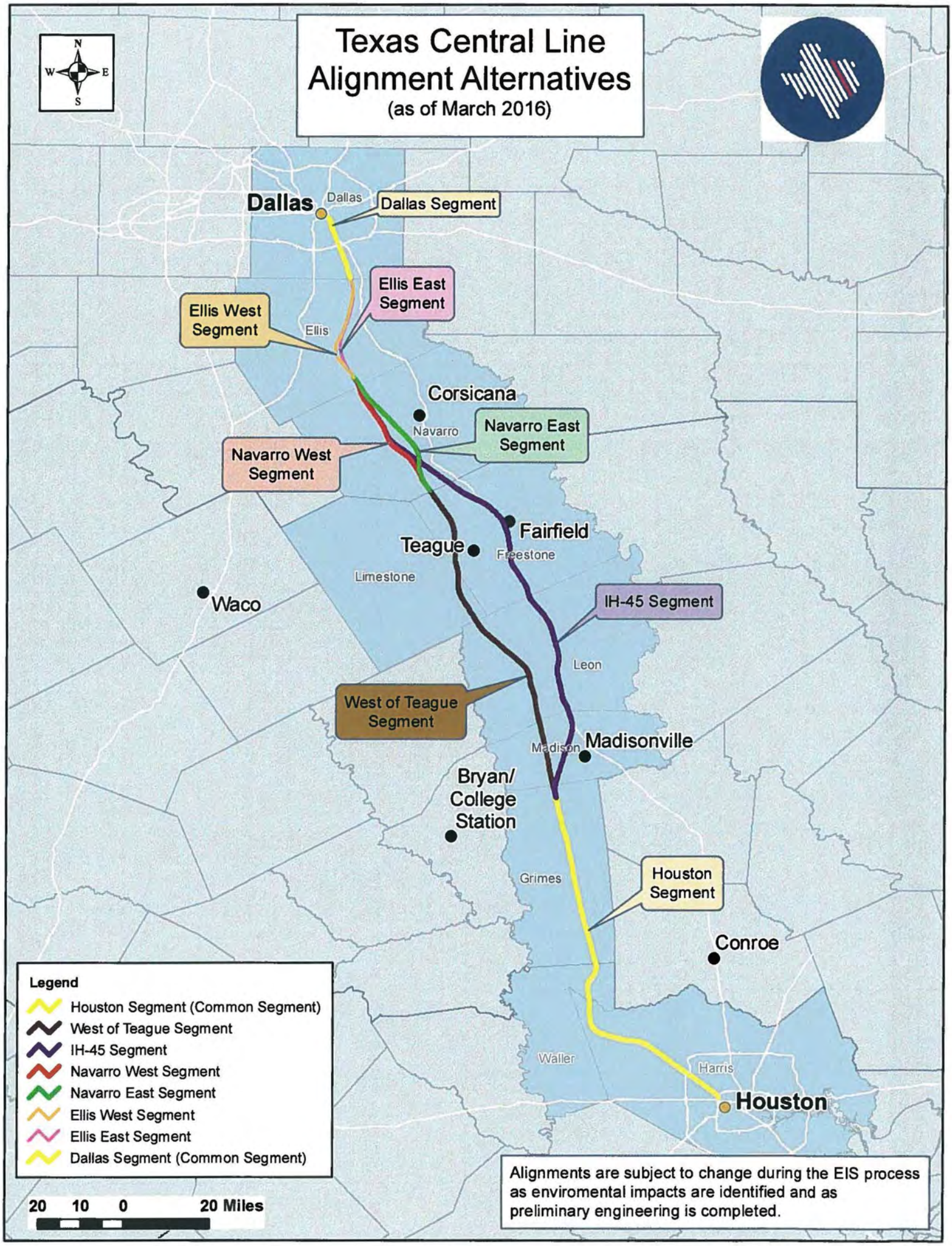
---

[87] *See* D. Begley, *Luxury bus service aims to meet growing Houston-Dallas travel demand* HOUSTON CHRONICLE (Apr. 16, 2015), *available at* http://www.houstonchronicle.com/news/transportation/article/Company-banking-on-Texans-traveling-in-style-6204590.php.

Exhibit A

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
–AUTHORITY TO CONSTRUCT AND OPERATE–
PETITION FOR EXEMPTION FROM 49 U.S.C. § 10901 AND SUBTITLE IV
– PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX


Texas Central Line Alignment Alternatives
(as of March 2016)
N
W
E
S
Dallas
Dallas
Dallas Segment
Ellis East Segment
Ellis West Segment
Ellis
Corsicana
Navarro
Navarro East Segment
Navarro West Segment
Fairfield
Teague
Freestone
Limestone
Waco
IH-45 Segment
Leon
West of Teague Segment
Madison
Madisonville
Bryan/ College Station
Grimes
Houston Segment
Conroe
Waller
Harris
Houston
Legend
Houston Segment (Common Segment)
West of Teague Segment
IH-45 Segment
Navarro West Segment
Navarro East Segment
Ellis West Segment
Ellis East Segment
Dallas Segment (Common Segment)
20 10 0 20 Miles
Alignments are subject to change during the EIS process as enviromental impacts are identified and as preliminary engineering is completed.

Verified Statement of Timothy B. Keith
In Support of Petition for Exemption

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
–AUTHORITY TO CONSTRUCT AND OPERATE–
PETITION FOR EXEMPTION FROM 49 U.S.C. § 10901 AND SUBTITLE IV
– PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
–AUTHORITY TO CONSTRUCT AND OPERATE–
PETITION FOR EXEMPTION FROM 49 U.S.C. § 10901 AND SUBTITLE IV – PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT OF TIMOTHY B. KEITH IN SUPPORT OF PETITION FOR EXEMPTION

1. My name is Timothy B. Keith. I am Chief Executive Officer ("CEO") of Texas Central Partners, LLC ("TCP"), the parent company of Texas Central Railroad & Infrastructure, Inc. ("TCRI") and Texas Central Railroad, LLC ("TCRR") (hereinafter TCP, TCRI, TCRR and other affiliates, including Texas Central High-Speed Railway, LLC, are referred to as "Texas Central"). My business address is 1409 South Lamar Street, Suite 1022, Dallas, TX 75215.

2. Prior to assuming my position as CEO of Texas Central in June 2015, I served as Chief Investment Officer of HKS Capital Advisors, LLC, an investment advisory firm with a focus on private enterprise transactions. Between 2000 and 2010, I held various senior executive positions (including Global CEO, Infrastructure Investments) with RREEF/Deutsche Bank Alternative Investments, a New York-based global alternative asset management firm. As Global CEO of RREEF/Deutsche Bank Infrastructure, I had responsibility for managing the worldwide operations of the firm's infrastructure funds management businesses.

I also served as CEO of Cabot Industrial Trust after its privatization on behalf of RREEF clients.

3. I am submitting this Verified Statement in support of the Petition for Exemption filed by TCRI and TCRR (collectively, "Petitioners") for an exemption (i) from the prior approval requirements of 49 U.S.C. § 10901 to construct and operate a high speed passenger rail line between Dallas and Houston, Texas, with an intermediate Brazos Valley stop serving Bryan-College Station and Huntsville, Texas (the "Texas Central Line") and (ii) from regulation pursuant to Subtitle IV of Title 49 upon completion of construction and the commencement of operations. As my testimony demonstrates, the Texas Central Line will introduce a reliable, safe and efficient new transportation option linking Dallas/Ft. Worth and Houston, two of the largest and fastest growing metropolitan areas in the United States.

Background on the Texas Central Line.

4. Texas Central is developing a 240-mile high-speed passenger rail line between Dallas and Houston that will offer a safe and convenient transportation alternative for travelers between the Dallas/Ft. Worth and Houston metropolitan areas. This rail line, the first true high-speed rail service in the United States, will connect two of the nation's largest cities and provide a critical link in the general system of rail transportation.

5. The Texas Central Line will be constructed and operated on a totally dedicated, grade-separated, secure corridor. Texas Central will offer frequent high-speed train service consisting of approximately 34 daily trains in each direction, based on projections of future market demand. Trains will operate at speeds up to

205 MPH, enabling Texas Central to achieve a journey time of less than 90 minutes between Dallas and Houston.

6. The Texas Central Line will be designed, constructed, operated and maintained using a total system concept based on the proven, state-of-the-art fifth generation Shinkansen N700 Bullet train technology currently operated by Central Japan Railway Company ("JRC") on the Tokaido Shinkansen. The Tokaido Shinkansen trains have operated in commercial service between Tokyo and Osaka, Japan for more than 50 years without a single passenger fatality or injury due to a train accident such as a derailment or collision. Indeed, the Tokaido Shinkansen has not experienced any train-to-train collisions or derailments on its mainlines during more than five decades of service.[1] The Tokaido Shinkansen service is extremely reliable and consistent—the average annual delay per train (including delays caused by external factors such as natural disasters) is less than one minute. Like the proposed Texas Central Line, the Shinkansen system in Japan operates on a completely dedicated right-of-way with no at-grade crossings.

7. In mid-2014, the Federal Railroad Administration ("FRA") as lead agency initiated the project's environmental review pursuant to the National Environmental Policy Act ("NEPA"). Based on corridor-level alternatives identified by Texas Central, FRA identified and evaluated different corridors for potential route alignments, identifying the Utility Corridor as "the only feasible end-to-end

[1] *See* United States Department of Transportation, Federal Railroad Administration, *Vision for High-Speed Rail in America* (April 2009) at 3 ("the Tokaido Shinkansen trains have operated without a derailment or collision since the inception of operations in 1964.").

corridor based on operational, technological and environmental constraints. The Utility Corridor is the only corridor that demonstrates the potential to meet [the Project's] purpose and technical requirements."[2]

8. The alignment alternatives in the Utility Corridor would parallel existing electrical transmission lines for a significant portion of the route (hence, the "Utility Corridor") and are designated for further study. The Utility Corridor offers a long, relatively straight alignment option that would minimize the number of curves along the route (thereby enhancing the ability to maintain constant train speeds) and reduce environmental impacts of construction and operation.[3]

9. TCRI will be responsible for constructing the tracks, stations, platforms and other required infrastructure along the route. We currently anticipate that construction will begin in 2017. When completed, the Texas Central Line will be operated and maintained by TCRR and TCRI.

10. Petitioners hope to complete construction and to initiate passenger service by late 2021. The total cost of civil construction and the core system is estimated to be over $10 billion, which is being privately developed by Texas Central.

---

[2] *See* United States Department of Transportation, Federal Railroad Administration, *FRA Completes High Speed Rail Corridor Alternatives Analysis* (September 14, 2015).

[3] *See* United States Department of Transportation, Federal Railroad Administration, *Dallas to Houston High Speed Rail Project Corridor Alternatives Analysis Technical Report* (August 10, 2015) at 15.

11. Texas Central is working closely with FRA to obtain the environmental approval and to develop a regulatory framework for safety addressing the design, operations and maintenance of the proposed high-speed rail system. Current FRA regulations do not adequately address a totally dedicated high-speed passenger rail operation based on accident avoidance principles. As such, Texas Central will petition the FRA for a rulemaking specific to the technology and operations planned for the Dallas-Houston corridor. Texas Central and FRA have been engaged in discussions since Spring 2014 regarding the development of a Rule of Particular Applicability ("RPA") to establish the necessary safety regulations specific to Texas Central's services and operating environment.

12. FRA's future regulatory action to approve the proposed use of the Shinkansen technology triggers an environmental review under NEPA. FRA initiated an Environmental Impact Statement ("EIS") pursuant to the NEPA process in June 2014. Petitioners are working with FRA to complete an EIS. Texas Central anticipates that a Draft EIS will be issued by FRA in mid-2016.

13. The Texas Central Line is a project of national significance. The line will be the first true high-speed passenger rail service in the United States, and will connect two of the nation's largest (and fastest growing) cities. The project is significant and will be a first of its kind—a privately developed high-speed passenger rail project that could transform how infrastructure projects of this kind are developed in the United States going forward.

The Texas Central Line Addresses An Important Public Need.

14. The Texas Central Line offers a compelling alternative to existing modes of transportation in an increasingly congested travel corridor. Dallas/Ft. Worth and Houston are two of the fastest-growing metropolitan areas in the United States, and both are located in one of the fastest-growing states in the nation (in terms of both population and economic growth).

15. There currently is no direct passenger rail service between Dallas and Houston. Approximately 90% of travelers between the two cities make the journey by automobile. The current driving time via I-45 is a minimum of four hours each way. Studies project that future population growth in the Dallas/Ft. Worth and Houston metropolitan areas will result in a substantial increase in driving time, as more automobiles are added to already congested roads. Average automobile transit time between the two regions is expected to increase to 6.5 hours by 2035. The average automobile travel speed is likewise projected to decrease from 59 MPH to 39 MPH by 2035.[4]

16. The remaining ten percent of travel between Dallas/Ft. Worth and Houston takes place by air. Airlines offer frequent departures from both cities. However, air travel can be unpredictable and stressful. While the gate-to-gate flight time between Dallas/Ft. Worth and Houston is approximately 65 minutes, the actual elapsed time from arrival at the origin airport to exit from the destination

---

[4] Texas Transportation Institute, *Potential Development of an Intercity Passenger Transit System in Texas – Final Project Report* (published May 2010) ("*TTI Intercity Passenger Study*") at 17, Table 3.

airport can be as much as three hours due to crowded check-in lines, airport security procedures, and restrictions on carry-on luggage that require many passengers to check their bags. Moreover, air travelers experience frequent delays and flight cancellations due to weather conditions, mechanical issues, air traffic control system delays and the sheer number of flights arriving at and departing from airports in major cities like Dallas/Ft. Worth and Houston. Recent data indicate that on-time performance was 80% on Houston-Dallas flights, and 80% on Dallas-Houston flights, for the period January 1 to December 31, 2015.[5]

17. The Texas Central Line addresses the need for an efficient, reliable, safe and productive mode of travel between the Dallas/Ft. Worth and Houston metropolitan areas. Texas Central will offer frequent departures from both Dallas and Houston. Stations will be located closer to the center city and employment centers than the airports serving Dallas/Ft. Worth and Houston, making access to rail service more convenient. Available Wi-Fi and food service will make the journey more productive and relaxing than travel by air or highway. Texas Central's dedicated rail corridor will enable it to deliver a level of on-time performance that is simply not achievable via congested highways and busy airports.

18. Texas Central anticipates that the high-speed service will attract approximately four million riders annually by the year 2025. As with other

---

[5] *See* flight performance data from DAL to HOU and HOU to DAL at http://apps.bts.gov/xml/ontimesummarystatistics/src/ddisp/OntimeSummarySelect.xml?tname=OntimeSummaryBothData.

"greenfield" transportation projects, ridership will increase over time as travelers become aware of the new Texas Central service and its benefits. A four-year ramp up period is projected. By 2026, Texas Central expects to capture an approximate 20% share of the Dallas-Houston travel market.

19. The proposed Texas Central Line will also provide needed connectivity to the interstate passenger rail network. Amtrak serves many of Texas' major cities, but its route structure does not provide service connecting those urban areas.[6] In particular, while certain Amtrak trains make stops in either Dallas or Houston, Amtrak does not offer direct service between those two cities.[7] The Texas Central Line will complete the general railroad network between these two cities.

20. Construction of the Texas Central Line also creates the potential for connections with other future passenger rail systems, including the proposed Dallas – Ft. Worth Core Express Service, and the 850-mile corridor between Oklahoma City and South Texas currently under consideration. Texas Central welcomes the opportunity to serve the transportation needs of interstate rail passengers and enhance the experience of interstate rail travelers.

21. The Texas Central Line will generate significant economic benefits for the communities that it serves. A high-speed rail connection between Dallas and Houston will improve the productivity of the many business people who travel

---

[6] *See* Texas Department of Transportation, *Texas Rail Plan* (revised May 12, 2014) at 4-9 ("Amtrak currently serves most of the state's major urban areas, although not all major urban areas are directly connected.").

[7] *See* Petition for Exemption, Figure 1.

between those cities on a regular basis. The $10 billion investment in the project's design and construction could spur a $36 billion boost to the Texas economy from 2015 to 2040. Between now and 2040, we estimate the project (as a private entity and therefore a taxpayer) could be the source of nearly $2.5 billion in tax revenues to the state, counties, local municipalities, school districts and other taxing entities.

22. We expect that construction of the Texas Central Line will create more than 10,000 jobs per year during each of the project's anticipated four years of peak construction. When the Texas Central Line becomes operational, we project that Texas Central's rail operations will create approximately 1,000 permanent jobs. Development around Texas Central stations is likely to generate even more employment opportunities along with increased municipal/county/state revenues from sales and *ad valorem* taxes. Texas Central's economic impact study estimates that the private development related to the project will create approximately 14,000 direct jobs and 21,000 indirect jobs in private development related to the project will be created.

The Texas Central Line Will Benefit The Environment.

23. The Texas Central Line represents an environmentally friendly alternative to travel via the state's congested highways. We anticipate that the Texas Central service will reduce automobile travel in the Dallas-Houston corridor, mitigating traffic congestion and reducing carbon emissions. Moreover, travel by train is more fuel efficient than air travel, particularly at the 240-mile distance between Dallas and Houston. A comparison of JRC's Tokaido Shinkansen and airplanes (Boeing 777-200) indicates that the Tokaido Shinkansen generates

approximately 1/12 of the CO_2 emissions per passenger seat when travelling between Tokyo and Osaka in Japan.[8]

24. Construction and operation of the Texas Central Line will have a positive impact on the environment. Locating the line along an existing utility corridor (as proposed by Texas Central) would minimize displacement of other land uses and reduce environmental impacts during construction. Once the line becomes operational, the environmental impact of Texas Central's train service will be decidedly positive.

25. The Shinkansen N700 Bullet train was designed to operate in some of Japan's most densely populated urban environments. Its design embodies decades of applied research, making it one of the quietest trains in the world. Texas Central's ongoing train operations will not significantly increase existing levels of noise, vibration or pollutants. Any potential adverse impacts of the Texas Central Line are far outweighed by the environmental, health, safety and transportation benefits generated by introducing efficient high-speed passenger rail service in one of America's most congested (and fastest-growing) regions.

---

[8] Central Japan Railway Company, Annual Report 2014: For the Year Ended March 31, 2014, at 22.

VERIFICATION

I, Timothy B. Keith, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on this 19th day of April, 2016.



Timothy B. Keith

Exhibit L

SIDLEY AUSTIN LLP
SIDLEY

SIDLEY AUSTIN LLP
1501 K STREET, N.W.
WASHINGTON, D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

thynes@sidley.com
(202) 736 8199

BEIJING
BRUSSELS
CHICAGO
DALLAS
FRANKFURT
GENEVA
HONG KONG
HOUSTON
LONDON

LOS ANGELES
NEW YORK
PALO ALTO
SAN FRANCISCO
SHANGHAI
SINGAPORE
SYDNEY
TOKYO
WASHINGTON, D.C.

FOUNDED 1866

April 29, 2016

Richard H. Streeter
Law Office of Richard H. Streeter
5255 Partridge Lane, N.W.
Washington, D.C. 20015

Blake L. Beckham
Patrick McShan
The Beckham Group, P.C.
3400 Carlisle, Suite 550
Dallas, Texas 75204

Re: *Texas Central Railroad and Infrastructure, Inc. & Texas Central Railroad, LLC -Authority to Construct and Operate-Petition for Exemption From 49 U.S.C. § 10901 and Subtitle IV-Passenger Rail Line Between Dallas, TX and Houston, TX*
Finance Docket No. 36025

Dear Messrs. Streeter and Beckham:

Enclosed are the Petitioners' Answers and Objections to Texans Against High Speed Rail, Inc.'s First Set of Interrogatories and First Set of Requests for Production of Documents.

Sincerely yours,

Terence M. Hynes

TMH:aat
Enclosures

Sidley Austin LLP is a limited liability partnership practicing in affiliation with other Sidley Austin partnerships.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
–AUTHORITY TO CONSTRUCT AND OPERATE –
PETITION FOR EXEMPTION FROM 49 U.S.C. § 10901 AND SUBTITLE IV–
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

PETITIONERS' ANSWERS AND OBJECTIONS TO TEXANS AGAINST HIGH SPEED RAIL, INC.'S FIRST SET OF INTERROGATORIES AND FIRST SET OF REQUESTS FOR PRODUCTION OF DOCUMENTS

Pursuant to 49 C.F.R. Part 1114 and other applicable rules and authority, Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC ("Texas Central"), through undersigned counsel, responds as follows to Texans Against High Speed Rail, Inc.'s ("TAHSR's") First Set of Interrogatories and First Set of Requests for Production of Documents (collectively, the "Discovery Requests").

GENERAL OBJECTIONS

Texas Central's General Objections, as set forth herein, are to be considered objections to each of the specific Interrogatories and Document Requests (including subparts) that follow. Texas Central's General Objections shall not limit or waive or prejudice any other objections that it may later assert.

1. Texas Central objects to producing any confidential or highly confidential information or documents to TAHSR until its outside counsel and/or consultants sign the Undertakings appended to the Protective Order the Surface

Transportation Board entered in the case on June 21, 2016. At that time, Texas Central will commence production of such documents on a rolling basis.

2. Texas Central objects to any and all definitions and/or instructions to the extent that the definitions and instructions either seek to expand upon or conflict with 49 C.F.R. Part 1114, Subpart B. Further, Texas Central objects to each and every Discovery Request to the extent that it seeks to impose obligations on Texas Central that are greater than or otherwise inconsistent with those imposed under 49 C.F.R. Part 1114, Subpart B.

3. Texas Central objects to each and every Discovery Request to the extent that it seeks information protected by the attorney-client privilege, the attorney work-product doctrine, or any other applicable privilege, exemption, or protection from discovery or disclosure. In the event that any such information is inadvertently produced or provided, and such information is subject to the attorney-client privilege, the attorney work-product doctrine and/or other applicable privilege, exemption, or protection, such disclosure is not to be construed as a waiver of any of those privileges, exemptions, or protections. Texas Central reserves the right to demand that such inadvertently produced privileged information be returned to it and that all copies in TAHSR's possession, and that of its counsel, consultants, affiliates or other agents, be destroyed.

4. Texas Central objects to each and every Discovery Request to the extent that it seeks production of information or data that is not relevant to the

subject matter at issue in this proceeding and/or not reasonably calculated to lead to the discovery of admissible evidence.

5. Texas Central objects to each and every Discovery Request requesting that Texas Central identify or produce "all" responsive information or documents. For those requests to which it is obliged to respond, Texas Central will produce non-privileged information and/or documents sufficient to provide such responsive information.

6. Texas Central objects to each and every Discovery Request to the extent that it would require Texas Central to perform a "special study" to identify or derive the requested information. *See, e.g., Entergy Ark., Inc. v. Union Pac. R.R. Co.*, STB Docket No. 42104 (May 19, 2008).

7. Texas Central objects to each and every Discovery Request to the extent that it is: (a) overly broad; (b) vague or ambiguous; (c) fails to describe with reasonable particularity the information sought; or (d) imposes undue burdens that outweigh any probative value the information sought may have in this proceeding.

8. Texas Central objects to each and every Discovery Request that requests information that is already in the possession of TAHSR or that is publicly available to or accessible by TAHSR.

9. Texas Central objects to TAHSR's demand that copies of any responsive documents be delivered to the offices of TAHSR's counsel, which is inconsistent with the Board's rule that a party producing documents may do so by making them available for inspection. *See* 49 C.F.R. § 1114.30(a)(1). Texas Central

reserves its right to designate Discovery Requests for which it will make documents available for inspection rather than delivering copies.

10. Texas Central objects to TAHSR's Definition 1 defining "Document" to the extent it seeks to impose obligations broader than, or inconsistent with, those imposed by 49 C.F.R. Part 1114. Texas Central further objects to the definition of "Document" to the extent it seeks information or data that is privileged, protected by the work product doctrine, or otherwise protected, exempted, or excluded from discovery or disclosure by an applicable privilege, protection, rule, or doctrine. In these Responses, Texas Central will interpret the term "Document" to exclude any data or information that is protected from discovery or disclosure by such privilege, protection, doctrine, or rule.

11. Texas Central objects to TAHSR's failure to limit certain of its Discovery Requests to a reasonable time period as overbroad and unduly burdensome. Subject to, and without waiving this objection, Texas Central's responses will cover the period from January 1, 2012 to June 24, 2016.

12. Texas Central objects to Instruction 4 requiring the production of a privilege log. The Board does not "routinely require the production of a privilege log" and typically only does so in situations where it is possible that a privilege may have been waived or where "unique circumstances make knowledge of the existence of privileged material important." *Ballard Terminal R.R. Co., L.L.C. – Acquisition and Operation Exemption – Woodinville Subdivision*, Docket No. 35731, at 5 (Aug.

22, 2013); *Reasonableness of BNSF Ry. Co. Coal Dust Mitigation Tariff Provisions*, STB Docket No. 35557, at 7-8 (June 25, 2012).

13. Texas Central objects to Instruction 6 as seeking to impose obligations or requirements beyond, in addition to, or inconsistent with discovery obligations under 49 C.F.R. Part 1114. Texas Central has no duty to undertake to catalog and document all documents not within its possession, custody or control. To the extent TAHSR believes responsive documents are in the possession of others, it is free to seek third party discovery from those sources.

14. Texas Central objects to the production of drafts of documents. Texas Central will produce final, non-privileged documents responsive to TAHSR's Discovery Requests to the extent they are relevant to the proceeding before the Board.

15. Texas Central does not concede the relevance, materiality, competency, or admissibility as evidence of documents or information requested in the Discovery Requests. Texas Central reserves its right to object on any ground to the use of the responses herein in this proceeding or in any subsequent appeal, proceeding, action or trial.

SPECIFIC OBJECTIONS AND RESPONSES

In addition to its General Objections (which apply in full to each and every Discovery Request, without further enumeration), Texas Central sets forth below Specific Objections and Responses to each Interrogatory and Request for Production. Texas Central preserves all of its General Objections set forth above, and none of the following Specific Objections shall waive its General Objections. Nor

shall any of Texas Central's specific objections limit the scope, breadth, generality, or applicability of those General Objections

INTERROGATORIES

INTERROGATORY NO. 1:

Identify and describe the source of all private financing you claim to have obtained for the construction and operation of the Texas Central Line.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. *See Dakota, Minnesota & Eastern R.R. Cor. Construction into the Powder River Basin*, 3 S.T.B. 847 (1998); *Mid States Coal. Progress v. Surface Transp. Bd.*, 345 F.3d 520, 552 (8th Cir. 2004). Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 2:

State the total amount, in dollars, of the private financing currently available for the construction and operation of the Texas Central Line.

RESPONSE: Texas Central incorporates its response to Interrogatory No. 1.

INTERROGATORY NO. 3:

Identify and describe all federal or state loans which you have applied for, including the type of loan, the date the application was filed, and the status of the application.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of

admissible evidence. *See Dakota, Minnesota & Eastern R.R. Cor. Construction into the Powder River Basin*, 3 S.T.B. 847 (1998); *Mid States Coal. Progress v. Surface Transp. Bd.*, 345 F.3d 520, 552 (8th Cir. 2004). Subject to and without waiving the foregoing specific objections or its General Objections, Texas Central states that it has not applied for any federal or state loans.

INTERROGATORY NO. 4:

Identify and describe all federal or state grants which you have applied for, including the type of grant, the date the application was filed, and the status of the application.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. *See Dakota, Minnesota & Eastern R.R. Cor. Construction into the Powder River Basin*, 3 S.T.B. 847 (1998); *Mid States Coal. Progress v. Surface Transp. Bd.*, 345 F.3d 520, 552 (8th Cir. 2004). Subject to and without waiving the foregoing specific objection or its General Objections, Texas Central states that it has not applied for any federal or state grants.

INTERROGATORY NO. 5:

Identify and describe the terms of any financing agreements you have with any third party that are conditioned on "key milestones within defined timeframes," as referenced by you on Page 4 of the Clarification Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. *See Dakota, Minnesota & Eastern R.R. Cor. Construction into the*

Powder River Basin, 3 S.T.B. 847 (1998); *Mid States Coal. Progress v. Surface Transp. Bd.*, 345 F.3d 520, 552 (8th Cir. 2004). Subject to and without waiving this specific objection or its General Objections, Texas Central states that the page of the Clarification Petition and supporting Verified Statement cited by TAHSR are being misinterpreted. The cited references do not state that Texas Central is a party to any agreements that are conditioned on "key milestones within defined timeframes."

INTERROGATORY NO. 6:

To the extent you claim the Texas Central Line will not require TSA-level security, identify and describe all security measures Texas Central will enforce on the Texas Central Line.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Texas Central also objects to this Interrogatory on the grounds that public disclosure of the security measures that it may deploy or enforce would undermine the effectiveness of such measures and passenger safety. Subject to and without waiving these specific objections or its General Objections, Texas Central states that it plans to comply with all applicable laws and regulations.

INTERROGATORY NO.7:

Identify and describe all facts and evidence which support your claim that "Texas Central's safe, efficient and convenient high-speed service will attract approximately four million riders annually by the year 2025," as alleged by you on Page 8 of the Exemption Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 8:

Identify and describe all facts and evidence which support your claim that "by 2026 approximately 20% of Dallas-Houston travelers will choose Texas Central's high-speed passenger service," as alleged by you on Page 8 of the Exemption Petition.

RESPONSE: Subject to and without waiving its General Objections, Texas Central incorporates its response to Interrogatory No. 7.

INTERROGATORY NO. 9:

Identify and describe all facts and evidence which support your claim that "Texas Central Line will create more than 10,000 jobs per year during the project's anticipated four-year construction phase," as alleged by you on Page 11 of the Exemption Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 10:

Identify and describe all facts and evidence which support your claim that "[Texas Central's] rail operations are projected to create approximately 1,000 permanent jobs," as alleged by you on Page 11 of the Exemption Petition.

RESPONSE: Subject to and without waiving its General Objections, Texas Central incorporates its response to Interrogatory No. 9.

INTERROGATORY NO. 11:

Identify and describe all facts and evidence which support your claim that the Texas Central Line "could spur $36 billion in economic benefits, and generate nearly $2.5 billion in tax revenues to the state, counties, local municipalities, school districts and other taxing entities, between 2015 and 2040," as alleged by you on Page 11 of the Exemption Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 12:

Will firearms be allowed on the Texas Central Line? If not, identify and describe all security measures Texas Central intends to take to enforce this prohibition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving this specific objection or its General Objections, Texas Central states that it plans to comply with all applicable laws and regulations.

INTERROGATORY NO. 13:

Will flammable liquids, such as gasoline, be allowed on the Texas Central Line? If not, identify and describe all security measures Texas Central intends to take to enforce this prohibition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving this specific objection or its General Objections, Texas Central states that it plans to comply with all applicable laws and regulations.

INTERROGATORY NO. 14:

Identify and describe all facts and evidence which support your claim that "Texas Central service will reduce automobile traffic in the Dallas-Houston corridor, mitigating congestion and reducing carbon emissions," as alleged by you on Page 12 of the Exemption Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Texas Central further objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Environmental review of the proposed Texas Central Line is being conducted by the Federal Railroad Administration ("FRA").Questions related to the environmental impact of the project should appropriately be handled as a part of that process and not the Board's exemption process. *See Canadian Nat'l Ry. Co. & Grand Trunk Corp.—Control—EJ&E West Co.*, STB Docket No. 35087 (served Feb. 22, 2008) (formal

discovery on environmental issues is not available because such information would be developed by the Section of Environmental Analysis during the environmental review process). Subject to and without waiving the foregoing specific objections or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b). Texas Central also notes that numerous documents relating to FRA's environmental review of the project are available on FRA's website.

INTERROGATORY NO. 15:

Identify and describe all facts and evidence which support your claim that "[c]onstruction and operation of the Texas Central Line will not generate substantial adverse environmental impacts," as alleged by you on Page 13 of the Exemption Petition.

RESPONSE: Subject to and without waiving its General Objections, Texas Central incorporates its response to Interrogatory No. 14.

INTERROGATORY NO.16:

Identify and describe all facts and evidence which support your claim that "Texas Central's ongoing train operations will not significantly increase existing levels of noise, vibration or pollutants," as alleged by you on Page 13 of the Exemption Petition.

RESPONSE: Subject to and without waiving its General Objections, Texas Central incorporates its response to Interrogatory No. 14.

INTERROGATORY NO. 17:

Identify and describe all facts and evidence which support your claim that the Dallas to Houston I-45 corridor is "one of the nation's busiest and most highly congested transportation corridors," as alleged by you on Page 24 of the Exemption Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information

regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 18:

Identify and describe all facts and evidence which support your claim that "approximately 20% of Dallas-Houston travelers will choose Texas Central's high-speed passenger service," as alleged by you on Page 28 of the Exemption Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 19:

Identify and describe all facts and evidence which support your claim that the "[a]verage automobile transit time between the two regions is expected to increase to 6.5 hours by 2035," as alleged by you on Page 6 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central notes that a citation for the quotation was provided in the Verified Statement and the document referenced (Texas Transportation Institute, *Potential Development of an Intercity Passenger*

Transit System in Texas - Final Project Report (published May 2010)) is publicly available. Nevertheless, Texas Central will produce a copy of that report.

INTERROGATORY NO. 20:

Identify and describe all facts and evidence which support your claim that the "average automobile travel speed is likewise projected to decrease from 59 MPH to 39 MPH by 2035," as alleged by you on Page 6 of the Verified Exemption Statement.

RESPONSE: Subject to and without waiving its General Objections, Texas Central incorporates its response to Interrogatory No. 19.

INTERROGATORY NO. 21:

On April 23, 2014, your representative Robert Eckels told the Houston Public Media, "From the bankers, there have been multiple studies, and they spent millions of dollars on an investment grade market study, and they are convinced that it is a viable project and are continuing to fund our portion of the project." Identify and describe all "studies" Robert Eckels was referring to, including the author, title, and date of each study.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all studies." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 22:

Identify and describe all facts and evidence which support your claim that "private development related to the project will create approximately 14,000 direct jobs and 21,000 indirect jobs," as alleged by you on Page 9 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information

regarding "all facts and evidence." Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b).

INTERROGATORY NO. 23:

Identify and describe all facts and evidence which support your claim that "[c]onstruction and operation of the Texas Central Line will have a positive impact on the environment," as alleged by you on Page 10 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Texas Central also objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Environmental review of the proposed Texas Central Line is being conducted by FRA. Questions related to the environmental impact of the project should appropriately be handled as a part of that process and not the Board's exemption process. *See Canadian Nat'l Ry. Co. & Grand Trunk Corp.—Control—EJ&E West Co.*, STB Docket No. 35087 (served Feb. 22, 2008) (formal discovery on environmental issues is not available because such information would be developed by the Section of Environmental Analysis during the environmental review process). Subject to and without waiving the foregoing specific objections or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can

be ascertained. *See* 49 C.F.R. § 1114.26(b). Texas Central notes that numerous documents relating to FRA's environmental review of the project are available on FRA's website.

INTERROGATORY NO. 24:

Identify all events or milestones set forth in your "project schedule," referenced by you on Page 2 of the Clarification Petition, including the estimated dates of completion of each event or milestone.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all events or milestones." Texas Central also objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

INTERROGATORY NO. 25:

Identify all events or milestones set forth in your "construction schedule," referenced by you on Page 4 Footnote 13 of the Clarification Petition, including the estimated dates of completion of each event or milestone.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all events or milestones." Texas Central also objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Without waiving the foregoing objections or its General Objections, Texas Central explains that the cited page of the Clarification

Petition is being misinterpreted by TAHSR. The cited reference does not state that Texas Central has a final construction schedule at the present time.

INTERROGATORY NO. 26:

In a YouTube video published in the media section on your website - https://youtu.be/k6igUibrfwc - you claim that 90,000 vehicles travel between Dallas and Houston daily. Identify and describe all facts and evidence which support this claim.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all facts and evidence." Texas Central also objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving the foregoing specific objections or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Interrogatory can be ascertained. *See* 49 C.F.R. § 1114.26(b). Texas Central notes that the figure is also ascertainable from publicly available documents. Texas Central will produce a public report from the Texas Transportation Institute that contains the information.

INTERROGATORY NO. 27:

Identify and describe all "key milestones within defined timeframes," referenced by you on Page 4 of the Clarification Petition.

RESPONSE: Texas Central objects to this Interrogatory on the grounds that it is overly broad and unduly burdensome to the extent it requests information regarding "all" milestones. Texas Central also objects to this Interrogatory on the

grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

INTERROGATORY NO. 28:

Do you claim that your ridership projections, such as your projection that four million annual passengers will ride the Texas Central Line by 2025 (Exemption Petition, Page 8), constitute Texas Central's trade secrets or confidential commercial/financial information?

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving this specific objection or its General Objections, Texas Central states that the studies underlying Texas Central's ridership projections constitute trade secrets or confidential commercial/financial information.

INTERROGATORY NO. 29:

When passenger service commences, how much is a one-way ticket going to cost to ride the Texas Central Line?

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving this specific objection or its General Objections, Texas Central states that it has not established ticket prices for its proposed service at this time.

INTERROGATORY NO. 30:

Approximately how many parking spots will there be for passengers at the Dallas and Houston depots, respectively?

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving this specific objection or its General Objections, Texas Central states that the number of parking spaces at or near Texas Central stations has not been determined at this time.

INTERROGATORY NO. 31:

How much is parking at the Texas Central Line depot going to cost per day? Will there be a discount for multiple day parking?

RESPONSE: Texas Central objects to this Interrogatory on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving this specific objection or its General Objections, Texas Central states that pricing for parking at Texas Central stations has not been established at this time.

REQUESTS FOR PRODUCTION OF DOCUMENTS AND THINGS

REQUEST NO. 1:

All documents concerning, mentioning, or referring to the "projections of future market demands," referenced by you on page 3 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents concerning, mentioning, or referring" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Request can be ascertained. *See* 49 C.F.R. § 1114.26(b).

REQUEST NO. 2:

All documents that support your claim that "the total cost of civil construction and the core system is estimated to be over $10 billion," as alleged by you on Page 4 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged documents from which information responsive to this Request can be ascertained. *See* 49 C.F.R. § 1114.26(b).

REQUEST NO. 3:

All documents that support your claim that "[a]pproximately 90% of travelers between the two cities make the journey by automobile," as alleged by you on Page 4 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central

will produce non-privileged documents from which information responsive to this Request can be ascertained. *See* 49 C.F.R. § 1114.26(b).

REQUEST NO. 4:

A copy of the report titled "*TTI Intercity Passenger Study*," referenced by you on Page 5, Footnote 13 of the Exemption Petition.

RESPONSE: Texas Central objects to this Request on the grounds that it seeks public information that is readily available to TAHSR. Subject to and without waiving this specific objection or its General Objections, Texas Central notes that the cited page and footnote is to a short citation and the full citation for the publicly available document is on page 4, footnote 11 of the Exemption Petition. Texas Central will produce a copy of the referenced report.

REQUEST NO. 5:

All documents that support your claim that "[c]heck in and security procedures would be far less time-consuming than at busy airports," as alleged by you on Page 7 of the Exemption Petition.

RESPONSE: Texas Central objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 6:

All documents that support your claim that "Texas Central's safe, efficient and convenient high speed service will attract approximately four million riders annually by the year 2025," as alleged by you on Page 8 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 7.

REQUEST NO. 7:

All documents that support your claim that "by 2026 approximately 20% of Dallas-Houston travelers will choose Texas Central's high-speed passenger service," as alleged by you on Page 8 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 8.

REQUEST NO. 8:

All documents that support your claim that "Texas Central Line will create more than 10,000 jobs per year during the project's anticipated four-year construction phase," as alleged by you on Page 11 of the Exemption Petition.

RESPONSE: Texas Central specifically objects to the request for production of "[a]ll documents" on the ground that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 9.

REQUEST NO. 9:

All documents that support your claim that "[Texas Central's] rail operations are projected to create approximately 1,000 permanent jobs," as alleged by you on Page 11 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the ground that it is overbroad and unduly burdensome. Subject to

and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 10.

REQUEST NO. 10:

All documents that support your claim that "its more than $10 billion investment in the project's civil construction and the core system could spur $36 billion in economic benefits, and generate nearly $2.5 billion in tax revenues to the state, counties, local municipalities, school districts and other taxing entities, between 2015 and 2040," as alleged by you on Page 11 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 11.

REQUEST NO. 11:

A copy of the report titled Insight Research Corporation, Texas Central's High Speed Rail Corridor and Related Private Development Houston to Dallas/Fort Worth, Texas, referenced by you on Page 11, Footnote 33 of the Exemption Petition.

RESPONSE: Subject to and without waiving its General Objections, Texas Central will produce a copy of the report, as well as an Executive Summary thereof.

REQUEST NO. 12:

All documents that support your claim that "Texas Central service will reduce automobile traffic in the Dallas-Houston corridor, mitigating congestion and reducing carbon emissions," as alleged by you on Page 12 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the ground that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 14.

REQUEST NO. 13:

All documents that support your claim that "[c]onstruction and operation of the Texas Central Line will not generate substantial adverse environmental impacts," as alleged by you on Page 13 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 15.

REQUEST NO. 14:

All documents that support your claim that "Texas Central's ongoing train operations will not significantly increase existing levels of noise, vibration or pollutants," as alleged by you on Page 13 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 16.

REQUEST NO. 15:

All documents that support your claim that the Dallas to Houston I-45 corridor is "one of the nation's busiest and most highly congested transportation corridors," as alleged by you on Page 24 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 17.

REQUEST NO. 16:

All documents that support your claim that "approximately 20% of Dallas-Houston travelers will choose Texas Central's high-speed passenger service," as alleged by you on Page 28 of the Exemption Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 18.

REQUEST NO. 17:

All documents that support your claim that the "[a]verage automobile transit time between the two regions is expected to increase to 6.5 hours by 2035," as alleged by you on Page 6 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 19.

REQUEST NO. 18:

All documents that support your claim that the "average automobile travel speed is likewise projected to decrease from 59 MPH to 39 MPH by 2035," as alleged by you on Page 6 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 20.

REQUEST NO. 19:

A copy of the report titled "*TTI, Potential Development of an Intercity Passenger Transit System in Texas – Final Project Report,*" referenced by you on Page 6, Footnote 4 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to this Request on the grounds that it seeks public information that is readily available to TAHSR. Subject to and without

waiving this specific objection or its General Objections, Texas Central will produce a copy of this publicly available report.

REQUEST NO. 20:

All documents that support your claim that "private development related to the project will create approximately 14,000 direct jobs and 21,000 indirect jobs," as alleged by you on Page 9 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 22.

REQUEST NO. 21:

All documents that support your claim that "[c]onstruction and operation of the Texas Central Line will have a positive impact on the environment," as alleged by you on Page 10 of the Verified Exemption Statement.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 23.

REQUEST NO. 22:

A copy of your "project schedule," referenced by you on Page 2 of the Clarification Petition.

RESPONSE: Texas Central objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 23:

A copy of your "construction schedule," referenced by you on Page 4, Footnote 13 of the Clarification Petition.

RESPONSE: Texas Central objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 24:

Copies of your "business model" and "business plan," referenced by you on Page 3 of the Clarification Petition and Page 2 of the Verified Clarification Statement.

RESPONSE: Texas Central objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 25:

All documents concerning, mentioning, or referring to the "key milestones within defined timetables," referenced by you on Page 4 of the Clarification Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Texas Central also objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 26:

All documents concerning, mentioning, or referring to "Texas Central's overall schedule," referenced by you on Page 10 of the Clarification Petition.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Texas Central also objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 27:

Documents sufficient to show the extent to which funds for private financing are now available, for the construction and operation of the Texas Central Line.

RESPONSE: Texas Central objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. *See Dakota, Minnesota & Eastern R.R. Cor. Construction into the Powder River Basin*, 3 S.T.B. 847 (1998); *Mid States Coal. Progress v. Surface Transp. Bd.*, 345 F.3d 520, 552 (8th Cir. 2004). Subject to and without waiving that specific objection or its General Objections, Texas Central incorporates its response to Interrogatory No. 1.

REQUEST NO. 28:

All documents related to any research, market research, or studies you or any third party has performed regarding fare estimates for the Texas Central Line.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Texas Central also objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible

evidence. Subject to and without waiving these specific objections or its General Objections, Texas Central incorporates its response to Interrogatory Nos. 7 and 29.

REQUEST NO. 29:

All documents related to any research, market research, or studies you or any third party has performed regarding ridership projections for the Texas Central Line.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged, responsive documents.

REQUEST NO. 30:

A copy of the February 28, 2013 report titled High Speed Rail Feasibility Study commissioned by the Japan Bank of International Cooperation on your behalf.

RESPONSE: Subject to and without waiving its General Objections, Texas Central will produce a copy of the report.

REQUEST NO. 31:

All documents concerning, mentioning, or referring to any federal or state loans you have applied for.

RESPONSE: Texas Central objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Texas Central also objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving these specific objections or its General Objections, Texas Central incorporates its response to Interrogatory No. 3.

REQUEST NO. 32:

All documents concerning, mentioning, or referring to any federal or state grants you have applied for.

RESPONSE: Texas Central specifically objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Texas Central also objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Subject to and without waiving these specific objections or its General Objections, Texas Central incorporates its response to Interrogatory No. 4.

REQUEST NO. 33:

All documents you have provided to the Texas Department of Transportation, the Federal Railroad Administration, or any third party as part of the environmental review process for the Texas Central Line.

RESPONSE: Texas Central objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence. Environmental review of the proposed Texas Central Line is being conducted by FRA. Questions related to the environmental impact of the project should appropriately be addressed as a part of that process and not the Board's exemption process. *See Canadian Nat'l Ry. Co. & Grand Trunk Corp.—Control—EJ&E West Co.*, STB Docket No. 35087 (served Feb. 22, 2008) (formal discovery on environmental issues is not available because such information would be developed by the Section of Environmental Analysis during the environmental review process). Subject to and without waiving these specific objections or its

General Objections, Texas Central notes that numerous documents relating to FRA's environmental review of the project are available on FRA's website.

REQUEST NO. 34:

All documents related to any air or vehicular traffic research or studies you or any third party has performed concerning, mentioning, or referring to the Texas Central Line.

RESPONSE: Texas Central specifically objects to the request for production of "[a]ll documents" on the grounds that it is overbroad and unduly burdensome. Subject to and without waiving this specific objection or its General Objections, Texas Central will produce non-privileged responsive documents.

REQUEST NO. 35:

All correspondence or communications with any railroad company, electric utility company, or any third party, requesting permission to use existing right-of-way for the Texas Central Line.

RESPONSE: Texas Central objects to the request for production of "[a]ll correspondence or communications" on the grounds that it is overbroad and unduly burdensome. Texas Central further objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

REQUEST NO. 36:

On April 23, 2014, your representative Robert Eckels told the Houston Public Media, "From the bankers, there have been multiple studies, and they spent millions of dollars on an investment grade market study, and they are convinced that it is a viable project and are continuing to fund our portion of the project." Produce a copy of all "studies" Robert Eckels was referring to.

RESPONSE: Subject to and without waiving its General Objections, Texas Central incorporates its response to Interrogatory No. 21.

REQUEST NO. 37:

All schematics, models, or plans concerning, mentioning, or referring to the installation of passenger parking spots at both the Dallas and Houston Texas Central Line depots.

RESPONSE: Texas Central objects to the request for production of "[a]ll schematics, models, or plans" on the grounds that it is overbroad and unduly burdensome. Texas Central further objects to this Request on the grounds that the information sought is not relevant to the subject matter of the petitions pending before the Board and is not reasonably calculated to lead to the discovery of admissible evidence.

Respectfully submitted,

Raymond A. Atkins
Terence M. Hynes
Sidley Austin LLP
1501 K Street, N.W.
Washington, D.C. 20005
(202) 736-8000
(202) 736-8711 (fax)

Kathryn K. Floyd
Jay Johnson
Venable LLP
575 7th Street, N.W.
Washington, D.C. 20004
(202) 344-4000

Counsel to Texas Central Railroad and Infrastructure, Inc.
& Texas Central Railroad, LLC

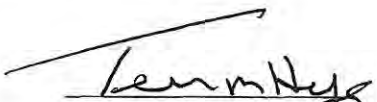
Dated: June 24, 2016

CERTIFICATE OF SERVICE

I hereby certify that on this 24th day of June 2016, I caused a copy of the foregoing Petitioners' Answers and Objections to Texans Against High Speed Rail, Inc.'s First Set of Interrogatories and First Set of Requests for Production of Documents to be served on the following parties by first class mail, postage prepaid, or more expeditious method delivery:

Blake L. Beckham
M. Patrick McShan
The Beckham Group, P.C.
3400 Carlisle, Suite 550
Dallas, Texas 75204

Richard H. Streeter
Law Office of Richard H. Streeter
5255 Partridge Lane, N.W.
Washington, D.C. 20015



Terence M. Hynes

Exhibit M

CAUSE NO. 16-0137CV

JAMES FREDERICK MILES, Plaintiff,	)	IN THE DISTRICT COURT OF
VS.	)	LEON COUNTY, TEXAS
TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC., Defendant.	)	87th JUDICIAL DISTRICT

****

ORAL/VIDEO DEPOSITION OF
TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.
THROUGH ITS CORPORATE REPRESENTATIVE
SHAUN McCABE
JUNE 23, 2016

****

ORAL/VIDEO DEPOSITION OF SHAUN McCABE, produced as a witness at the instance of the Plaintiff, was duly sworn, was taken in the above-styled and numbered cause on JUNE 23, 2016, from 10:11 a.m. to 4:44 p.m., before Chris Carpenter, CSR, in and for the State of Texas, reported by machine shorthand, at the offices of Jackson Walker, 100 Congress Avenue, Suite 100, Austin, Texas 78701, pursuant to the Texas Rules of Civil Procedure and the provisions stated on the record or attached hereto.

A P P E A R A N C E S

FOR THE PLAINTIFF:

Blake L. Beckham
M. Patrick McShan
THE BECKHAM GROUP, P.C.
3400 Carlisle, Suite 550
Dallas, TX 75204
(214) 965-9300
blake@beckham-group.com
patrick@beckham-group.com

FOR THE DEFENDANT:

Robert B. Neblett III
Matthew Dow
Brad Anderson
JACKSON WALKER, LLP
100 Congress Ave., Suite 1100
Austin, TX 78701
(512) 236-2000
rneblett@jw.com
mdow@jw.com
banderson@jw.com

ALSO PRESENT:

Al Rodriguez, Videographer

INDEX

Appearances.....2

SHAUN McCABE

Examination by Mr. Beckham.....4
Examination by Mr. McShan.....206

Signature and Changes.....227

Reporter's Certificate.....229

EXHIBITS

NO.	DESCRIPTION	PAGE MARKED
1	Deposition Notice	27
2	Documents read by Shaun McCabe as Part of his Background Knowledge	27
3	TxDOT Statewide Ridership Analysis Report	29
4	Certificate of Formation for TXHS Railroad, Inc.	50
5	Certificate of Amendment	50
6	Handwritten list of "What facts must TCRI perform to acquire eminent domain?"	57
7	Crady, Jewett & McCulley, LLP December 26, 2012, letter to Comptroller	126
8	Section 112 of the Texas Transportation Code	131
9	Merriam-Webster definition of Railroad	139
10	TCRI's First Amended Answer and Counterclaim	213

THE VIDEOGRAPHER: Today's date is Thursday, June 23rd, 2016. The approximate time is 10:11 a.m. Beginning tape Number 1. We're on the record.

SHAUN EDWARD MCCABE,

having been first duly sworn to testify the truth, the whole truth, and nothing but the truth, testified as follows:

EXAMINATION

BY MR. BECKHAM:

Q. Please state your full legal name for the record.

A. Shaun Edward McCabe.

Q. Mr. McCabe, where did you grow up?

A. Dallas, Texas.

Q. Where did you go to high school?

A. Highland Park High School.

Q. Okay. I went to Saint Mark's.

When did you graduate?

A. 1979.

Q. All right. Well, I know a bunch of your buddies. That's when I -- I was about a year behind you. Where did you go to college?

A. University of Texas.

Q. And then what did you do after college?

Page 5

A. I was in the Navy --
Q. Okay.
A. -- for six years.
Q. What did you do in the Navy?
A. Nuclear operations, submarine.
Q. And then where did you go?
A. Well, I came back to Dallas, went to school, back to school out of UTD.
Q. For?
A. Bachelor of science in business administration.
Q. All right. Then what did you do?
A. Went back to work in commercial nuclear power doing startup and test, places like Comanche Beach, South Texas, and Westinghouse.
Q. Have you been inside the nuclear reactor at Comanche Peak?
A. I have.
Q. I have too. Not many people have done it. We're a small club. I worked at Worsham Forsythe, which was the attorneys for Dallas Power and Light, Texas Power and Light, T.U. Electric, so I've spent months at Comanche Peak on regulatory stuff. You were probably -- we were probably out there the same day.
A. Probably.
Q. Did you eat that barbecue plate for lunch in

Page 6

Granbury?
A. Absolutely.
Q. That was the only place there was for lunch.
A. That's right.
Q. As I remember, they delivered out there all the time.

So what firm were you with when you were working at Comanche Peak?
A. I think, if I recall correctly, I was -- it might have been through a technical services group, like a body shop, some technical.
Q. Contractor to T.U. Electric or --
A. A contractor, correct.
Q. Texas -- I guess, at that time, Texas Power and Light, I can't remember who --
A. Yeah.
Q. -- which one owned it.

So are you a licensed engineer?
A. No, I'm not.
Q. Okay. So your undergrad, remind me, was in what?
A. In business.
Q. Business. Your master's was in?
A. I don't have a master's.
Q. Oh, when you went back to school you said?

Page 7

A. In business administration, finance.
Q. Did you go back and pursue a master's degree?
A. No, I did not finish college, and I went into the Navy's --
Q. I see.
A. -- nuclear power program, which was two years of additional schooling in just the area of reactor operations.
Q. Were you having too much fun in college?
A. No. I was broke.
Q. Okay. Well, sometimes you can have fun when you're broke.
A. Absolutely.
Q. Yeah. Okay. So partial college, Navy, came back and got your undergrad degree?
A. Correct.
Q. Okay. Have you ever pursued a graduate degree?
A. Yes, I have.
Q. In?
A. Law.
Q. When?
A. 1994, I believe.
Q. Okay. And did you complete that?
A. I did.
Q. Okay. And where did you go to law school?

Page 8

A. Case Western Reserve.
Q. Okay. And so that was after you were working at Comanche Peak and at the body shop?
A. That's correct.
Q. Okay. And so you graduated from law school and then what did you do after that?
A. I worked for a short period at a law firm.
Q. Which one?
A. Patterson & Lamberty.
Q. Okay. And then what --
A. In Dallas.
Q. Then what did you do?
A. I ran --
Q. Where's Patterson & Lamberty?
A. They were in Dallas down on Oak Lawn.
Q. What did they do? I don't remember their name.
A. Toxic tort.
Q. Okay.
A. Insurance defense work.
Q. On the defense side?
A. Uh-huh.
Q. So doing a bunch of asbestos cases?
A. Yeah. Toxic paint --
Q. Yeah.
A. -- nuclear power plant.

Page 9

Q. That would probably be enough to make you quit law sitting through all those depositions.
A. That's correct.
Q. And so what did you do after Patterson & Lamberty?
A. I ran a company called Waste Control Specialists.
Q. What did they do?
A. They process hazardous, toxic and radioactive waste, and they have land disposal capacity or capability for some of those wastes.
Q. Okay. And after that?
A. Worked with various engineer, procure, construct consortiums in the National Labs.
Q. What's National Labs?
A. The Department of Energy National Lab complex.
Q. Okay.
A. So I'd have a National Lab, Nevada test site, some at Los Alamos.
Q. Mainly nuclear things or things that product toxic --
A. Correct.
Q. -- byproducts?
A. Correct.
Q. Okay. And how did you get in the train

Page 10

business?
A. I was approached by New Magellan Ventures.
Q. Okay. And how did you know those guys?
A. I was working on a biotech -- on behalf of a biotech company in Japan, licensing material -- product line over in Japan that was related to the nuclear industry.
Q. What was the product?
A. It was a -- a decontaminate gel relatively new to the marketplace, and this is at the time of Fukushima.
Q. Okay. And who did you know at New Magellan?
A. Richard Lawless.
Q. Okay. How many people work at New Magellan?
A. Approximately a dozen.
Q. Okay. And they primarily represent Central Japanese Railway?
A. That's one of their clients.
Q. Is that their primary client?
A. I wouldn't know that.
Q. Okay. Have you ever looked at their website?
A. Whose website?
Q. New Magellan.
A. I have.
Q. Okay. And you don't know who their primary

Page 11

client is?
A. Well, I -- I'm not privy to what's on the website versus, necessarily, versus what all their other clients might be.
Q. That's not quite what I asked you.
A. I did --
Q. If you just -- I just said if you don't know that Central Japanese Railway's their primary client. I think it's the only one listed on their website.
A. Okay.
Q. Do you know that?
A. No, I don't know that.
Q. Do you know of any other clients they have?
A. Yes, I do.
Q. Okay. And who are their other clients?
MR. NEBLETT: I'm going to object to the question as being outside the bounds of the scope of this deposition.
Q. (By Mr. Beckham) You can answer.
MR. NEBLETT: I'm going to let you answer this question, Mr. McCabe, but any further inquiry along these lines, I'm going to instruct him not to answer. But go ahead and answer that question.
A. They have other clients in the defense industry.

Page 12

Q. (By Mr. Beckham) And was Lawless the only guy you knew at New Magellan?
A. Initially, correct.
Q. Okay. And when were you approached?
A. 2012.
Q. Okay. And what were you told, that they were forming a company to promote a rail? Or what -- what did you hear?
A. They were -- they had a contract promoting the Shinkansen train system.
Q. Okay. And who's the "they"?
A. The New Magellan group had a contract to promote the Shinkansen -- Tokaido-Shinkansen in Japan Central rail technology.
Q. And was the -- did you go to work for New Magellan?
A. I did.
Q. Okay. For how long?
A. A short period of time because I believe the -- I don't recall the -- the changeover to Texas Central Railway, but -- yeah.
Q. One month, six months?
A. Six months.
Q. Okay. Well, I mean, you got paid by New Magellan, right?

Page 13

A. I did, but --

Q. You don't remember how long you got paid?

A. I do remember how long I got paid.

Q. Okay. Well, that was what I asked you, how long you work there, and you said, I don't remember.

A. I was distinguishing the point between working for New Magellan or working for the -- on the railroad project. New Magellan Ventures, I've been paid by New Magellan Ventures through December of 2015.

Q. Okay. My -- my mistake. I apologize. I think I understand what you're saying. What I believe you're saying is you were originally an employee of New Magellan. At some later time you were an employee of one of the Texas Central companies, we'll come back to which one, during that time frame; however, your salary was paid by New Magellan?

A. That's correct.

Q. Okay. All right. Have you ever been a principal or equity owner in New Magellan?

A. No, I have not.

Q. Okay. Do -- did -- so how many of -- do you know how many of -- well, first of all, what -- which was the first Texas Central entity that you worked for?

A. Texas Central High-Speed Railway. TCR.

Q. Okay.

Page 14

MR. BECKHAM: Can I have a -- give me a couple of pages -- pieces of paper. You guys got any legal pads down there, by any chance, in the cabinet?

MR. DOW: I'll get it.

MR. NEBLETT: We can get you one.

MR. BECKHAM: Well, it's better service than I deserve.

MR. DOW: Here's one.

MR. BECKHAM: You want me keep going?

MR. NEBLETT: You can keep going.

MR. BECKHAM: They're going to get me one. I'll repay you double when you come to Dallas, okay?

MR. NEBLETT: Okay.

MR. BECKHAM: All right.

Q. (By Mr. Beckham) Okay. Texas Central High-Speed Railway, TCR, to the extent you can tell me the whole company with whether it's an Inc. or an LLC, that will be helpful. So can you go back and tell me, to the best you know, the legal name of your -- your first employer other than New Magellan?

A. Texas Central High-Speed Railway.

Q. And that's an LLC?

A. I believe so.

Q. Okay. And what does that entity do?

A. The promotion of the Tokaido-Shinkansen system.

Page 15

Q. Okay. What does THX -- sorry, TXHS Railroad LLC do?

A. TXHS is now known as Texas Central Railroad and Infrastructure.

Q. All right.

A. And it is responsible for the design and construction and operation of the railroad.

Q. Texas Central Partners, what do they do?

A. Texas Central Partners is the parent company of TXHS. How would we -- let me -- do mind if I ask you a question? How do you want to refer to these names each time so that we can have clarity here?

Q. Correctly. I -- I understand your point, and it's going to be difficult.

A. Uh-huh.

Q. There will be many times when --

(Handed a legal pad.)

MR. BECKHAM: Thank you very much.

Q. (By Mr. Beckham) -- where maybe we talk about them collectively. I guess the burden is going to be on me, if I'm trying to ask something precisely about one company, to -- to define that for you. Whom -- which company are you here today as the corporate rep for?

A. TCRR.

Q. Only?

Page 16

A. No, TCRI, Texas Central Railroad & Infrastructure.

Q. Only?

A. Correct.

Q. Okay. And which -- which --

A. And that acronym, if I could clarify or I'd like to use interchangeably is TCRI, Railroad & Infrastructure.

Q. Okay. And which company do you currently work for?

A. Texas Central Partners.

Q. Okay. So you're an employee of Texas Central Partners?

A. That's correct.

Q. Are you an officer of Texas Central Partners?

A. Yes.

Q. What is your title?

A. Vice President.

Q. Okay. And you're going to get me a card at lunch or something?

A. I will.

Q. Okay. Great.

And are you a lunch eater or are you a lunch pusher-througher?

A. Eater.

Page 17

Q. Eater. Okay. That's fine. That makes it -- well, the witness always has the control on that, you know, we -- we have to -- in fact, I should have said this earlier: Today -- you're a lawyer -- you've obviously given a few depositions before?

A. I have.

Q. Okay. So I will be happy to rephrase anything. Don't answer a question you don't understand, fair enough?

A. Fine.

Q. If you need me to repeat it, I will. If you'd like to read it, I'll let you read it anything I can to just make sure we got a clear record. If you want to take any breaks, I don't -- I'm not a real hard case on breaks. If I have a question pending, I'd like you to answer it with an answer, not -- you know, not a dodge just to get out of the room. Is that fair?

A. I understand.

Q. Okay. And I think so far on every question except one you've been responsive. And if you'll work with me on that, if there's times when I feel like you're not being responsive, I'll let you know that, and we'll see if we can work through that. Sometimes -- have you ever seen a politician that never answers a question?

Page 18

A. I have.

Q. You ask Obama about the economy and he skitters over and starts talking about hope and change, you've seen that, right?

A. Yes.

Q. I've even hollered at the TV, answer the damn question. Have you had that same feeling?

A. I have.

Q. Okay. Well --

MR. DOW: You need to stop watching FOX then.

MR. BECKHAM: There you go.

Q. (By Mr. Beckham) So, if you start skittering to the right or to the left, most witnesses do it a few times unintentionally. Some witnesses do it a lot of the time intentionally. I'll -- we'll see where we are with that.

(Cell phone vibrating.)

A. Excuse me, let me turn this off.

Q. Yeah, if you need to take it, that's okay.

A. No.

Q. All right. But if you need a break to talk to your attorneys or something like that, that's fine, and so long as we've finished up that question or series of questions, then we'll do that. So let us know what you

Page 19

need as far as that goes.

A. Okay.

Q. I'll come back to these other companies here in a minute but -- and I'm -- I'm fine -- you want to call the company that you're here on behalf of TCRI, right?

A. Correct.

Q. Okay. And I'll -- I'll go along with that. Patrick will object if I -- if I fail.

When have you given depositions before for any of the Texas Central companies? And if I use Texas Central, can we just talk -- that's everybody, all of the companies?

A. Yes.

Q. Okay. When have you given depositions for Texas Central?

A. I've not given any deposition --

Q. Okay.

A. -- for Texas Central.

Q. Where have you given depositions before in your life?

A. As president of Waste Control.

Q. Okay. And with a legal background and certainly even the litigation, you have an understanding between the difference in a fact witness deposition and a corporate representative deposition?

Page 20

A. I believe so.

Q. Okay. And you understand that a corporate representative has the obligation to prepare for a deposition, to look at the topics, because we don't want the corporation saying "I don't know" to a bunch of questions, right?

A. I understand.

Q. Okay. And did -- did you undertake to prepare for the deposition?

A. Yes, I did.

Q. Okay. And some -- some witnesses interview people, you know, I'm not saying formally, or they just talk to them, but I'll call it interview. Some people read documents. Some people are taught facts by their attorneys, which is not privileged. So let's -- let's go through and tell me how you amassed the knowledge that you have today and which you're going to answer based on. So, obviously, specifically for the deposition, not -- first category, obviously, is on-the-job experience and things you've looked at and read and people you've talked to along the way, fair enough?

A. Yes.

Q. Okay. In addition to that, did you go speak to anybody at Texas Central, again meaning all of the companies, to -- to learn facts, to understand issues in

Page 21

preparation for the deposition?
A. I did.
Q. Okay. To whom did you speak?
A. Mark Walker.
Q. Okay. Who's Mark?
A. Mark Walker is a vice president of TCRI.
Q. Okay. Anybody else?
A. No.
Q. Okay. And did you -- when did you find out that you were going to be a deponent, the corporate rep?
A. Some time ago.
Q. Weeks, months?
A. I believe the first action in -- in this matter was back in mid-May --
Q. Okay.
A. -- March, May.
Q. So since that time, did you set out to read any particular documents to prepare yourself for the issues?
A. I have.
Q. Okay. What documents did you read?
A. The documents that we produced.
Q. Only those?
A. That's correct.
Q. Okay. Did you read the petitions filed at Surface Transportation Board by Texas Central?

Page 22

A. I have.
Q. Okay. When did you read those?
A. I don't specifically recall. There's been a number of drafts for -- over the last year.
Q. Okay. Did you read the -- the replies filed by my law firm?
A. I have not.
Q. Okay. Did you read the replies filed by Delta Troy?
A. No, I have not.
Q. Have you read any of the responsive materials filed by any parties?
A. No, I have not.
Q. Any of the congressional letters filed in opposition?
A. No, I have not.
Q. Is there a reason that you didn't read any of that?
A. No.
Q. Okay. Do you have a legal capacity at Texas Central?
A. No, I do not.
Q. Okay. So you don't -- you're not going to say that your -- your work or thought process is attorney-client privileged?

Page 23

A. Not that I'm aware of.
Q. Okay. Obviously, Texas Central has internal lawyers, they have external lawyers to take those capacities, right?
A. They do.
Q. Okay. What is your -- you may have said this and I didn't write it down. What is your title at Texas Central?
A. My responsibilities are with regulatory --
Q. What is your title?
A. -- so vice president of regulatory.
Q. VP regulatory. And what are the regulatory agencies that you're going to have to deal with or that you deal with?
A. Federal Railroad Administration. Texas Department of Transportation.
Q. TxDOT?
A. TxDOT. U.S. Army Corps of Engineers.
Q. USACE. What else?
A. Those are the three primary ones.
Q. What about Surface Transportation Board?
A. I have spoken to them.
Q. But they're -- is there somebody at Texas Central responsible for that or --
A. Yes, there is.

Page 24

Q. Who's that?
A. Mark Walker.
Q. Okay. Are there any other regulatory bodies that Texas Central is working with other than FRA, TxDOT, USACE and STB?
A. Not directly.
Q. Okay. How about indirectly?
A. There's a number of cooperating or participating agencies that are coordinated through the co-lead under the environmental impact statement work.
Q. And what -- which agencies would those be?
A. There's a number of agencies that they send out, including from the Environmental Protection Agency, U.S. Fish & Wildlife, highways, transportation.
Q. Any other state agencies?
A. No.
Q. Texas Parks --
A. Oh, historical -- state, the State Historical Commission.
Q. How about Texas Parks & Wildlife?
A. No, that's handled through U.S. Fish & Wildlife.
Q. Okay. So the only documents that you reviewed for your deposition are the documents that were produced to us; is that right?

Page 25

A. That's correct.

Q. Okay. And how much time do you think you spent getting ready for your deposition?

A. Two days.

Q. Okay. And I've seen witnesses that kept a log of what they did and how much time. Did you do anything like that?

A. No, I did not.

Q. Have you read the high-speed rail feasibility study by Louis Berger Group?

A. I have.

Q. When did you read that?

A. Several years ago when it was produced.

Q. Okay. That makes -- makes up some of the background knowledge that you have that you're going to be answering questions on?

A. It might.

Q. Okay. The independent ridership and passenger revenue projections for the Texas TGB Corporation high-speed rail system in Texas, have you read that document?

A. I have.

Q. As part of your background knowledge?

A. As -- several years ago, yes.

Q. Okay. Lone Star High-Speed Rail Market Study,

Page 26

have you read that?

A. Yes.

Q. Okay. Now, these documents that you have in your office?

A. Yes.

Q. Okay. Who -- you knew the author of the Lone Star high-speed rail market study is?

A. I believe it to be Louis Berger Group.

Q. Okay. The Dallas to Houston High-Speed Railway Traffic and Revenue Forecast Prepared for U.S.-Japan High-Speed Rail, October 2010, have you read that document?

A. I have.

Q. Okay. And that's part of your background knowledge?

A. Yes.

Q. Okay. Lone Star High-Speed Rail, Phase 1, 5 Percent Preliminary Engineering Design, that would be a document you've read?

A. I have.

Q. And that's part of your background knowledge?

A. Yes.

Q. Okay. Texas Central High-Speed Rail Corridor and Related Private Development, Houston to Dallas/Fort Worth, Texas Insight Research Corporation, is that a

Page 27

document you've read?

A. I have.

Q. Okay. And that's part of your background knowledge?

A. Yes.

Q. Okay. Texas Transportation Institute, Inter-City Passenger Study, That's a document you've read?

A. I don't recall that document.

Q. Is the Texas Transportation Institute an arm of A & M?

A. It is.

Q. Okay. And I'm reading off a list. I might as well give it to you.

MR. BECKHAM: Counsel, here's a copy for you.

(Exhibit's 1 and 2 marked for identification.)

Q. (By Mr. Beckham) So I've handed you what's been marked as Exhibit 2. And just for the record, the first six -- six bullets I've already read to you and you said that you've read all of those documents and they're part of your background knowledge; is that right?

A. That's correct.

Q. So we're on the seventh bullet. You're saying you believe you've read it but you're not sure?

Page 28

A. That's correct.

Q. Okay. And then the last one, also by the Texas Transportation Institute, Potential Development of an Inter-City Passenger Transit System in Texas, Final Project Report, 2010. Have you read that?

A. I don't -- I don't recall.

Q. Okay. And have you read -- I'll mark this later, but have you read this document, TxDOT Statewide Ridership Analysis Report, it's all on high-speed rail?

A. I have.

Q. Okay. All right. Let me put that on there. And that document is part of your background knowledge as well?

A. It is.

Q. Okay. Do you know whether or not any of the experts, like Louis Berger, relied --

MR. BECKHAM: Let's go ahead and mark this right now.

Q. (By Mr. Beckham) Are you familiar with the software called the Statewide Analysis Model?

A. I've heard of it.

MR. BECKHAM: Patrick, where did you put my stickers? I have a real problem keeping up the sticker page.

THE WITNESS: It's right here.

Page 29

(Exhibit 3 marked for identification.)

Q. (By Mr. Beckham) I'm handing you what's been marked as Exhibit 3, and you've told me that you've read that document before?

A. Yes.

Q. Okay. And so on Exhibit 2, I've just handwritten "Exhibit 3-SAM Report," and you know what that means, right?

A. Yes.

Q. So Exhibit 2 is -- I've written on the top of Exhibit 2, Documents Read by Shaun McCabe, S. McCabe, Part of His Background Knowledge. Is that accurate?

A. Except for the TTI series --

Q. Right. Will you put an X to the side -- X through the bullet on that one? You can go ahead and mark it.

A. (Witness marking.)

Q. There you go. Okay. And on the ones that you've Xed out, the X means, I'm not sure. You're not saying, I know for a fact I've never read those?

A. Correct.

Q. Is that accurate?

A. That's correct.

Q. And so, typically, in your -- in your job responsibility, the two that you've Xed out, you would

Page 30

have expected that you would have been routed a copy of those, you just don't remember if you -- if you read them?

A. That's correct.

Q. Okay. All right. Now, do you understand that one of the issues that you're here to testify on is -- is the basis for Texas Central claiming that it has eminent domain rights?

A. I am.

Q. Okay. You understand that's a hotly contested issue?

A. I hear.

Q. What?

A. I hear that.

Q. You hear that, sure. Okay. And are you a landowner yourself, sir?

A. In Dallas I am.

Q. Okay. Do you have your own land out in the country or have family members that have places out in the country?

A. I do.

Q. Okay. And you certainly can understand a Texas landowner like Mr. Miles, who lives in a free country and has his own private property, objecting to somebody -- to -- to an entity taking his property?

Page 31

A. I can.

Q. Okay. And do you understand that Texas Central has plead that it -- in lawsuits, that it has eminent domain power?

A. Correct.

Q. And that Texas Central will also need to prove that it has eminent domain power?

A. Okay.

Q. Is that a "yes"? Do you understand that?

A. Yes, I understand that.

Q. Okay. And so when we talk with Mr. Neblett and said we'd like a witness that will lay that out for us, he -- he gave you to us. Do you understand that?

A. Yes.

Q. And typically, the corporate rep is the person best suited to speak to a particular topic. Do you understand that?

A. Yes.

Q. Okay. And so do you believe that Texas Central has put forth its best person to speak on that topic?

A. I do.

Q. Okay. And have you done any particular work to familiarize yourself with the eminent domain issue?

A. Some.

Q. Okay. What have you done?

Page 32

A. I have reviewed previous reports from our counsel --

Q. Okay. And --

A. -- on this issue.

Q. And when did you read those?

A. When they were -- when they were crafted.

Q. Okay.

A. Maybe one of them through Baker Botts was two years ago, perhaps.

Q. Okay.

A. And then another through Jackson Walker in the last year.

Q. Okay.

A. And another one through Crady Jewett McCulley maybe three-plus years ago. I don't exactly recall.

Q. Okay. I recognize certainly Baker Botts and Jackson Walker. Tell me the third law firm again.

A. I believe it's in the produced documents.

Q. Okay. Okay. Crady Jewett & McCulley?

A. Correct.

Q. Out of Houston. All right. Okay.

And the -- the memo prepared that you've relied on from Baker and Botts on the eminent domain issue you're here to testify on, do you know which lawyer wrote that document?

Page 33

MR. NEBLETT: I'm going to object to any testimony about the relationship, attorney-client relationship with Baker Botts, and I'm going to instruct the witness not to testify as to any legal matters with regard thereto.

Q. (By Mr. Beckham) Just the identity of the lawyer is all I want. I'll limit the question to the identity of the lawyer.

A. I don't recall the identity of the lawyer --

Q. Okay.

A. -- who wrote it.

Q. With respect to the Jackson Walker memoranda, do you know the identity of the lawyer that prepared the memoranda for you that you're relying on?

A. I do.

Q. Okay. And what's his name?

A. Robert Neblett.

Q. Okay. And with respect to the -- the tab -- the McCulley firm, yeah, do you know the name of the lawyer that wrote the memoranda that you're relying on as corporate rep?

A. Hugh McCulley.

Q. Hugh McCulley, okay. And which law firm did -- that first represented any Texas Central entity on eminent domain matters?

Page 34

A. It's my --

MR. NEBLETT: I'm going to object -- I'm going to object as to form.

A. It's my --

MR. BECKHAM: Tell me how I can fix that. What's the objection?

MR. NEBLETT: Well, as to eminent domain matters, it's ambiguous and can mean a lot of things. You didn't ask about whether it related to the authority to exercise --

MR. BECKHAM: I'll -- thank you, Robert.

MR. NEBLETT: -- power of eminent domain.

MR. BECKHAM: I appreciate that.

Q. (By Mr. Beckham) Let's exclude the -- the actual mechanics of eminent domain proceedings and survey proceedings, but the -- the planning, the research beforehand and the acquisition of eminent domain authority, which law firm first worked on that?

A. It's my understanding that it was through Hugh McCulley and Crady Jewett McCulley.

Q. All right. And when did -- when did Baker -- Baker Botts, when were they retained?

MR. NEBLETT: I'm going to object to the question and instruct the witness not to answer. I think that's privileged as to when they were retained.

Page 35

MR. BECKHAM: The date?

MR. NEBLETT: Uh-huh.

MR. BECKHAM: I don't think so, but we'll just note that one and fight about it later.

MR. NEBLETT: Okay.

Q. (By Mr. Beckham) Now, when you read these memos, you certainly learned facts that did you not know before?

A. I might have.

Q. Okay. And so -- and also in your preparation, you said you spent two days. Most attorneys, if I was Mr. Neblett, I would have sat down with you for a significant amount of time and prepared you for a deposition. So, in addition to the two days -- was the two days your research or was the two days a combination of your research and preparation for the deposition and time with counsel?

A. The latter, a combination.

Q. And how -- how much -- every attorney woodsheds a witness, there's nothing wrong with it. I'm just curious how much time you spent with the Jackson Walker attorneys preparing for your deposition.

A. Two half-days.

Q. Two half-days. In the last couple of weeks?

A. Correct.

Page 36

Q. Okay. And which attorneys were present?

A. Robert Neblett and Brad Anderson.

Q. Anybody else?

A. Dow on occasion.

Q. Okay. And work -- did you work with any testifying consultants, any -- did they bring in someone to help you on testimony?

A. No, they did not.

Q. Okay. So other than the three attorneys you've listed, anybody else either from Texas Central or from Jackson Walker or from another law firm present in your two half-day meetings?

A. No, there was not.

Q. Okay. And obviously, there are some factual matters that we're going to ask you some questions about. There are some, just by the nature of a company claiming they have eminent domain, that's going to have some fact mixed with some law. But I want to focus just for a minute on the factual part, okay? Did -- did any of the Jackson Walker lawyers teach you facts that you did not know?

A. They did not.

Q. Okay. So you -- you received no factual information from Jackson Walker?

MR. NEBLETT: Objection. I think the

Page 37

question seeks --

MR. BECKHAM: Let me ask it a different way.

MR. NEBLETT: All right. Go ahead.

Q. (By Mr. Beckham) The Jackson Walker attorneys didn't teach you any facts that you didn't already know? I don't want to know what they were, just yes or no on that.

MR. NEBLETT: I have the same objection. I think that that's asking for communications that are privileged, attorney-client privileged, and I'm going to instruct the witness not to answer.

MR. BECKHAM: We've won compel motions lots of times on that exact point, but we'll just leave that alone for now.

MR. NEBLETT: All right.

Q. (By Mr. Beckham) Now, did -- who prepared you on the legal aspects of eminent domain?

MR. NEBLETT: Objection, form.

A. I don't specifically recall. It was a group setting.

Q. (By Mr. Beckham) Okay. Who was in the group?

A. The three I listed previously.

Q. Okay. So your -- the -- your -- your background to testify on the -- on some of the aspects

Page 38

of eminent domain are from the group setting and the three memoranda that you read earlier that you discussed, right?

MR. NEBLETT: I'm going to object to form.

MR. BECKHAM: Okay.

MR. NEBLETT: No, in fact, I'll withdraw my objection.

A. Yes.

Q. (By Mr. Beckham) Okay. And when was the last time you read the Jackson Walker memorandum?

A. In the last -- in the last couple of weeks.

Q. Okay. And the last time you read the -- the McCulley memoranda?

A. In the last couple of weeks as well.

Q. And the same for the Baker Botts?

A. Yes.

Q. Okay. All of those to prepare for your deposition?

A. Yes.

Q. Okay.

MR. BECKHAM: And, Counsel, we'd like to request those documents be produced to us today.

MR. NEBLETT: We've objected and continue to object that those are attorney-client privilege and we do not intend to produce them.

Page 39

MR. BECKHAM: All right.

Q. (By Mr. Beckham) So I was asking you earlier about landowners. Do you have any landowners in your family?

A. I do.

Q. Okay. Do you -- are you 53 or 54?

A. 55.

Q. 55, okay. You look like you're 53.

A. Thank you.

Q. You're old enough to remember the Superconducting Super Collider?

A. I am.

Q. You're old enough to remember the French attempt at high-speed rail --

A. I am.

Q. -- in Texas? And whether or not you're old enough to remember it, I'm sure you've studied reasons why they failed and trying to avoid that with Texas Central?

A. That's correct.

Q. Okay. And certainly old enough to understand and remember the -- the Texas -- Trans-Texas Corridor project that failed?

A. Yes.

Q. Okay. And so do you believe any company can

Page 40

just claim they have eminent domain authority?

MR. NEBLETT: Objection. The question asks for a legal conclusion.

A. Are you asking me to speculate?

Q. (By Mr. Beckham) No. I'm just asking you to answer the question, what you believe. You don't have to speculate about what you believe.

MR. NEBLETT: No, but this is a question that is outside the scope on inquiry in addition to asking for legal opinion.

MR. BECKHAM: It's really part of the, you know, when did y'all get eminent domain, so.

MR. NEBLETT: Well, you're asking him what he believes, and that implies there's some personal aspect to that.

Q. (By Mr. Beckham) Well, does Texas Central as a company believe that any company can have eminent domain authority?

MR. NEBLETT: And, again, I'm going to object that it's outside the scope of inquiry, it asks for a legal conclusion, and I'm instructing the witness not to answer.

MR. BECKHAM: On what basis?

MR. NEBLETT: For the reasons I just stated.

Page 41

MR. BECKHAM: Okay.

Q. (By Mr. Beckham) So when did Texas Central -- when did TCRI obtain eminent domain? What was the first day?

MR. NEBLETT: To the extent that that seeks legal testimony, I'm going to object and instruct the witness not to answer. If you can answer that, Mr. McCabe, without responding to it in a legal fashion, I'm going to let you answer.

A. It's my understanding that we have met the requirements for --

Q. (By Mr. Beckham) Let me interrupt you. And when you say "we," I know we got a lot of companies. I think --

A. Texas Central.

Q. -- it would be better if we don't use pronouns and we just use acronyms. And on this one, I would like you to be precise, and I hope I said TCRI. So let me just ask it again. Pardon the interruption.

You're here for TCRI, right?

A. Correct.

Q. Okay. And what was the first day TCRI had eminent domain authority?

MR. BECKHAM: And your objection still stands.

Page 42

MR. NEBLETT: My objection is -- please note my objection.

MR. BECKHAM: That's why I said it still stands.

MR. NEBLETT: And -- and to the extent that that seeks any kind of legal testimony, I'm instructing you not to answer, Mr. McCabe.

Q. (By Mr. Beckham) Go ahead.

A. TCRI was formed in 2012 and filed with the Secretary of State, and its predecessor work -- strike that.

We formed -- Texas Central Railroad & Infrastructure was formed in late 2012 for the purposes of the design and operation and construction of the railroad project. And with that formation of the company and the business purpose of that company, we also filed with the Secretary of State. And we also continue to undertake those actions to pursue the further development and operation of the railroad.

Q. I'm looking real hard for an answer in there. I just asked you what day.

A. I don't specifically recall the date.

Q. Well, you're the corporation, so you're -- and that was one of the topics is when did you first get it. So I can't fathom that your answer is "I don't remember."

Page 43

MR. NEBLETT. I'm going to object -- object to your comments. If there's a question in there, then you can ask it.

Q. (By Mr. Beckham) Yeah. What day? Please, sir, don't tell me TCRI does not remember when it got eminent domain authority.

A. You don't receive a piece of --

MR. NEBLETT: And again, I'm going to object to the extent that it seeks a legal question -- a legal answer. And I'm going to object -- I mean, I'm going to instruct the witness not to answer as it regards to legal matters.

A. You don't receive a piece of paper with the power of eminent domain.

Q. (By Mr. Beckham) That's not what I asked you.

A. We met the requirements. It's our belief that we met -- it's the project's belief, the company's belief we met the requirements for the power -- to hold the power of eminent domain, the formation of the company and Secretary of State filing in December, December 20th of 2012.

MR. BECKHAM: Okay. Give me the -- give me the court filings.

Q. (By Mr. Beckham) So it is -- it's the company's position that once it was incorporated on December 20th of 2012, that's when it acquired eminent domain authority?

Page 44

MR. NEBLETT: Again, I'm going to object that the question seeks a legal response, and I'm going to instruct the witness not to answer as to any matters that are legal issues.

MR. BECKHAM: So you guys aren't going to put on any testimony on this at a trial?

MR. NEBLETT: We're going to -- we're going to put on fact testimony and we're going to demonstrate to the court what the law requires us to do to obtain statutory eminent domain authority. It's a legal argument. It's not -- it's not a -- it's not a factual argument for Mr. McCabe.

MR. BECKHAM: There's lots of facts involved, and your objection is improper.

MR. NEBLETT: No, there are some facts, but that's not one of them. This is a legal argument primarily and there are a few facts associated therewith but that's not one of them.

MR. BECKHAM: Okay.

Q. (By Mr. Beckham) Well, the first day you had eminent domain is probably a fact. So I'm handing you Exhibit 4, which is --

Page 45

MR. BECKHAM: Is that the certificate of amendment?

THE WITNESS: Yes.

MR. BECKHAM: That's not what I -- can I have that back? I marked these out of order.

(Discussion off the record.)

MR. BECKHAM: Can we e-mail somebody and have y'all print it out?

MR. NEBLETT: What is it you need?

MR. BECKHAM: The TH -- TXHS railroad --

THE WITNESS: -- certificate of filing.

MR. BECKHAM: I guess the articles of incorporation/certificate of filing.

MR. NEBLETT: If you have it, Patrick, if you have what it is you're looking for, just e-mail it to me and I'll get it printed.

MR. DOW: Patrick, e-mail it at the break.

MR. NEBLETT: You want to take a quick break?

MR. BECKHAM: Sure. That will be great.

MR. NEBLETT: To allow you to get that.

THE VIDEOGRAPHER: It's 10:56. We're off the record.

(Recess.)

THE VIDEOGRAPHER: It's 11:11. Beginning

Page 46

tape Number 2. We're on the record.

Q. (By Mr. Beckham) Did you look at any documents during the break?

A. I did not.

Q. Okay.

A. I do have a comment I'd like to put out on the record.

Q. Did you want to do that on redirect?

A. (Witness shrugs.)

Q. I mean, obviously, you just answer my questions, we'll do just fine.

With respect to --

A. Well, I haven't -- I didn't answer it one way or another. Do I want to do it on redirect? Would you like me to put it out there right now or on redirect?

Q. Typically, you just answer questions and your attorney can solicit comments from you, but that's kind of how it goes.

A. Okay.

Q. Okay. So we were working on the -- the day that -- the first day that TCRI had eminent domain authority, and I believe at that time the company was called TH -- I'm sorry -- TXHS Railroad, Inc., correct?

A. Correct.

Q. Is it okay with you for the purpose of the

Page 47

deposition if we just stay with TCRI and we --

MR. BECKHAM: Is that okay with you, Robert?

MR. NEBLETT: Yes.

MR. BECKHAM: That TCRI means TCRI currently and it's the same entity, just with a different name before. There was no -- it wasn't a new company, it was just a name change, right?

THE WITNESS: Correct.

MR. BECKHAM: Okay.

MR. NEBLETT: Yeah, that works for us. And then if you want to refer to one of the other entities, I assume you'll specifically name another entity.

MR. BECKHAM: Yeah.

MR. NEBLETT: Okay.

Q. (By Mr. Beckham) Are there any other Texas Central entities that have eminent domain authority?

MR. NEBLETT: Objection, the question seeks a legal answer. I'm going instruct the witness not to answer. And it's not within the scope of the inquiries.

MR. BECKHAM: It's on eminent domain. So Texas Central is not going to claim that any other entities have eminent domain authority?

Page 48

MR. NEBLETT: Same objection and same instruction.

MR. BECKHAM: You're not going to let him answer that?

MR. NEBLETT: No. Mr. Beckham, where is that in the scope of -- he's speaking here on behalf of TCRI, not on behalf of any other entity, and so I'm not going to have him opine as to whether there's eminent domain authority of another entity.

MR. BECKHAM: All right. I'll come back and argue with you about that later.

MR. NEBLETT: Okay.

Q. (By Mr. Beckham) So at the -- in December of 2012, New Magellan was doing all the funding for anything any of the Texas Central entities were doing?

A. I believe so.

Q. Okay. And fair to say, New Magellan did not have the money in December of 2012 to pay for the railroad to be built and purchased at that time, right?

A. That's correct.

Q. Okay. And that -- that the predecessor to TCRI, TXHS Railroad was working with New Magellan to promote the -- the receiving the financing to acquire the land and build the train?

A. It was working with TCR.

Page 49

Q. TCR and New Magellan?
A. Correct.
Q. Okay. And so you would agree with me that on December of 2012, TCRI did not yet have the ability to construct the high-speed rail?
A. Correct.
Q. Okay. It didn't have -- it -- TCRI knew at that time that it would cost upwards of $10 billion to construct and it hadn't -- it hadn't raised any significant investment towards that, correct?
A. That's right.
Q. Okay. And so Texas Central -- strike that.
TCRI contends in this case that, even though it did not have the financing to build a train, it still had eminent domain authority, true?
A. Correct.
Q. Okay. And that was by virtue of the words on its -- copies of this -- on its certificate of formation, true?
MR. NEBLETT: Objection. To the extent that that seeks a legal answer, I'm going to object that it's -- it's objectionable, and I'm going to instruct you not to answer, Mr. McCabe.
MR. BECKHAM: Is there a stapler in this room? Were you saying just don't -- instruct him not to

Page 50

answer on the legal, let him answer on the factual part?
MR. NEBLETT: Yeah, and let me get you -- I just got a little distracted. Would you restate your question?
MR. BECKHAM: Sure.
MR. NEBLETT: I think that that's my objection, but restate your question.
Q. (By Mr. Beckham) What facts were in existence on --
MR. BECKHAM: Well, here, let me mark this. Are we on 4?
MR. NEBLETT: I think so.
(Exhibit 4 marked for identification.)
Q. (By Mr. Beckham) I hand you what's been marked Exhibit 4 to you. Have you seen that document before?
A. I have.
Q. Okay. And what is that?
A. Certificate of Formation for TXHS Railroad, Inc.
MR. BECKHAM: Did you guys produce your articles of incorporation? I think those would have been covered in our request. I'm not sure.
MR. NEBLETT: I thought we did, Blake.
(Exhibit 5 marked for identification.)
Q. (By Mr. Beckham) I'm handing you Exhibit 5, and

Page 51

I'm giving counsel a copy. And 5 is when TXHS changed its name to TCRI?
A. Correct.
Q. All right. Okay. So let me focus you back on the date of Exhibit 4, which was December of 2012. It was filed electronically on the 20th. Is that what you see?
A. I do.
Q. Okay. And so that's the date TH -- TXHS was formed?
A. Correct.
Q. Okay. And that was the date -- that is the date on which TCRI now claims that it was endowed with eminent domain authority in the state of Texas to condemn private lands, true?
MR. NEBLETT: I'm going to object to the question as seeking a legal response, and I'm going to instruct the witness not to answer.
MR. BECKHAM: Counsel, we had this specific question in our topics and you didn't object to it.
MR. NEBLETT: We did object. We did object to these -- these were issues that were seeking legal -- legal testimony and we did object.
MR. BECKHAM: So you're -- so you'll never

Page 52

argue to a court when you got it?
MR. NEBLETT: No, I'm --
MR. BECKHAM: Robert --
MR. NEBLETT: I don't know that I need to argue the day I got it. The day -- what I need to argue is I have it when I'm there and when we're exercising the power of eminent domain.
MR. BECKHAM: Right, but --
MR. NEBLETT: And it's not just the date of incorporation of a company that is -- that triggers this. There are statutory requirements that have legal ramifications --
MR. BECKHAM: I know what they are.
MR. NEBLETT: -- and we'll be arguing the law.
MR. BECKHAM: But he gets to tell me what they did. On the statutory requirements, you've got to send a letter in, you know. And they hadn't sent a letter in on this date, so I'm -- you know, I can ask him questions --
MR. NEBLETT: Ask him that.
MR. BECKHAM: I will. But I'm asking what day did you get it. And, boy, you really want to go to this judge and say I'm not even letting him answer that fact, the day?

Page 53

MR. NEBLETT: It's not a fact. You're asking for law.

MR. BECKHAM: No, it's the day.

MR. NEBLETT: You can ask him about the dates we filed certain things at the Comptroller's Office and Secretary of State's Office --

MR. BECKHAM: Okay. Well, first of all, he's a lawyer.

MR. NEBLETT: Doesn't matter.

MR. BECKHAM: Well, he signed an affidavit, see? And you've got a problem because he swore that you have eminent domain authority. So I get to ask him and you don't get to shield it.

MR. NEBLETT: He's not swearing to legal issues. We get to assert legal arguments --

MR. BECKHAM: You better go back and look at your pleading, what you wrote.

MR. NEBLETT: He's not asserting any --

MR. BECKHAM: Listen, we'll go to the judge and let her hear this.

MR. NEBLETT: Okay, that's fine.

MR. BECKHAM: Well, it won't be fine for you.

MR. NEBLETT: Ask him facts. We're not going to do law.

Page 54

Q. (By Mr. Beckham) What facts has Texas Central performed to acquire eminent domain authority and when was it finished?

A. You want me to answer the first part of that --

Q. Sure.

A. -- question first?

Q. Yeah.

A. A significant --

Q. I'll strike the second part of it. Just what facts, what's the first thing ever that Texas Central did to get eminent domain authority?

MR. MCSHAN: TCRI.

Q. (By Mr. Beckham) TCRI.

A. Texas Central, the project, has undertaken a significant body of work that has been 100 percent focused on the development --

Q. Well, what's the first thing?

A. Feasibility studies.

Q. Okay. So when was the feasibility study finished?

A. Well, the -- it's been an iterative process that is still in feasibility studies of sorts, if you want to look at the NEPA EIS process and the corridor and the route selections that are ongoing.

Q. Can you speak up just a little bit?

Page 55

A. Sure.

Q. Yeah. Where did you get the factual knowledge that a feasibility study is a fact that you need to do to give -- give an entity eminent domain?

A. I don't know about giving an entity eminent domain because you don't get a certificate that says you've -- you've completed. Our actions have been 100 percent focused in developing and -- this project for -- and it started with --

Q. So your answer is "I don't know"? I don't really need the speeches, I just need the answer. We've got a lot to cover here.

A. Feasibilities -- the feasibility study, what's called the phase zero feasibility study.

Q. No. I asked you, I said, what's the first fact that --

A. That is --

Q. -- Texas Central, TCRI performed to get eminent domain authority, and you said a feasibility study. And I said: How did you get the knowledge that you had to do a feasibility study? How did Texas Central get that knowledge?

A. I'm not aware of how they get the knowledge --

Q. Okay.

A. -- to -- relative to eminent domain authority.

Page 56

Q. And who --

A. It was part of --

Q. Who has told you --

MR. NEBLETT: Well, Blake, let him finish his answer.

MR. BECKHAM: I thought you were.

A. It was part of project development in -- in siting the location for this project.

Q. (By Mr. Beckham) Okay. I'm not asking about the location of the project. I'm just -- I can't be any more specific. I'm trying to find out what were the facts you did and when did Texas Central get eminent domain. You've sworn that they have it, right, that was you?

A. We believe the company --

Q. That was you, right?

A. That is me as a company representative, right.

Q. Yeah. Well, you -- you didn't sign as a representative, you signed as yourself, but, you know --

A. Central Texas.

Q. -- you're here as a representative of the company today, so I get to ask you both of your own knowledge that you have when you sign an affidavit and -- so what do you -- does Texas Central believe that it had to file -- make a feasibility study in order to

Page 57

get eminent domain?

A. It's a collection of effort.

Q. So you can't answer that "yes" or "no"?

A. Can you repeat the question?

Q. Yes. Remember when I asked you what facts did Texas Central perform to get eminent domain authority?

A. There are a number of facts.

Q. Okay. First of all, tell me all the facts, the number of facts that Texas Central contends it must complete to achieve eminent domain.

A. We don't have a checklist for --

Q. Tell me the ones you know.

A. There's not a list that I'm aware of. I know that --

Q. I didn't ask -- tell me any fact that you know that Texas Central has to do something to get eminent domain.

A. I don't know.

Q. You don't even know one? We're going to need to know --

A. A filing -- I take -- I take that back. We filed with the Secretary of State.

(Exhibit 6, first mistakenly marked as Exhibit 5, later clarified on the record and remarked Exhibit 6.)

Page 58

Q. I going to hand you Exhibit 5 (sic). And I want to make sure we're understanding the question. It says: What facts must TCRI perform to acquire eminent domain? Did I read that correctly?

A. You did.

Q. Okay. And so you'll agree with me that somebody can't just go down and file a corporation and the very next instant have the power of eminent domain, you got to do other things, right?

MR. NEBLETT: Objection to the extent that that seeks a legal question. But otherwise, you may answer, Mr. McCabe.

A. Could you repeat the question?

Q. (By Mr. Beckham) Well, I went down and filed a corporation that says --

What's the name of my corporation?

MR. MCSHAN: Beckham Central Railroad & Infrastructure, Inc.

Q. (By Mr. Beckham) Yeah, Beckham Central Railroad & Infrastructure, Inc. And I copied your -- the language that says, from Exhibit 5, that says, "The purpose for which the corporation is organized is to plan, build, maintain and operate an interurban electric railroad and to conduct or promote any other lawful business purposes that a corporation is legally allowed

Page 59

to conduct or promote within this state or any other jurisdiction." Do you understand the words I've said?

A. I do.

Q. Okay. You don't believe I have eminent domain, right?

A. I don't know.

Q. (By Mr. Beckham) What do you believe?

MR. NEBLETT: I'm going to object to the question as to form and also to the extent that it seeks a legal response.

Q. (By Mr. Beckham) You can answer.

MR. NEBLETT: If you're able to do so, Mr. McCabe.

A. I don't know for you.

Q. (By Mr. Beckham) Okay. Well, so, you think it's possible that a corporation could have -- Texas Central, let me ask that: TCRI thinks it's possible that a corporation could have eminent domain the instant after incorporation without doing anything else?

MR. NEBLETT: I'm going to object to the question as seeking a legal response and instruct the witness not to answer.

Q. (By Mr. Beckham) Well, did Texas Central have eminent domain authority the instant after it filed its certificate of formation, Exhibit 4?

Page 60

MR. NEBLETT: I'm going to object to the question as seeking a legal answer, and I'm going to instruct the witness not to answer.

Q. (By Mr. Beckham) Okay. When was the first moment that Texas Central acquired eminent domain authority?

MR. NEBLETT: I'm going to object that the question seeks a legal response and object -- and instruct the witness not to answer.

Q. (By Mr. Beckham) What was the first month that Texas Central had eminent domain authority?

MR. NEBLETT: I'm going to object that the question seeks a legal response and instruct the witness not to answer.

Q. (By Mr. Beckham) What was the first year that Texas Central had eminent domain authority?

MR. NEBLETT: I'm going to object as to form, also, now, as well as to the question seeking a legal response and instruct the witness not to answer.

Q. (By Mr. Beckham) And can Texas Central have eminent domain authority if it cannot demonstrate that it can build the rail?

MR. NEBLETT: I'm going to object to the question to the extent that it seeks a legal response and instruct the witness not to answer anything relating

Page 61

to the legal aspect of this question.
Q. (By Mr. Beckham) You may answer.
A. Could you re-ask the question?
Q. Yes. Is it your understanding that as a factual matter, Texas Central must be able to demonstrate that it can -- well, let me back up.
Texas Central does not -- and I'm meaning all of the companies together, they don't have the money to build the rail today, true?
A. That's true.
Q. They don't have the money yet to buy the land, true?
MR. NEBLETT: I'm going to object to the question as being beyond the scope of the deposition notice.
Q. (By Mr. Beckham) You can answer.
MR. NEBLETT: No. I'm going to instruct the witness not to answer.
MR. BECKHAM: We asked about finances.
MR. NEBLETT: And we -- and we specifically said we're not designating any witness as to those matters.
MR. BECKHAM: Well, that doesn't mean it's beyond the notice.
MR. NEBLETT: Well --

Page 62

MR. BECKHAM: It specifically contained -- Robert, you don't get to frame the issues in the lawsuit with your objections.
MR. NEBLETT: It's beyond the notice if we tell you that we're not producing someone and you decide to --
MR. BECKHAM: No, it's not. Those are lawyer words.
MR. NEBLETT: Patrick sent -- Patrick sent a letter acknowledging that we're going to go forward with this deposition with the understanding --
MR. BECKHAM: I can make my record.
MR. NEBLETT: I understand.
MR. BECKHAM: I can make my record.
MR. NEBLETT: But don't say that I haven't made it clear that that's beyond the scope of this deposition, because we have. And we have an understanding about it, in fact, that we were going forward with this --
MR. BECKHAM: Well, I still get to ask the questions.
MR. NEBLETT: -- and we can argue about it later.
MR. BECKHAM: You don't make -- sometimes lawyers realize their objections are no good and they

Page 63

got to --
MR. NEBLETT: Well --
MR. BECKHAM: -- they've got a responsibility to the court and they change their -- they back off on them.
MR. NEBLETT: All right. Well, I haven't had such an epiphany.
MR. BECKHAM: All right. I hope --
MR. NEBLETT: I think my objection's good.
MR. BECKHAM: -- I hope you do.
MR. NEBLETT: Well, it's still a good objection.
MR. BECKHAM: Okay.
Q. (By Mr. Beckham) So what is Texas Central's position on completely undercapitalized companies having eminent domain authority?
MR. NEBLETT: Objection that the question is beyond the scope of inquiry of the deposition notice, and we are not producing a witness to testify to that --
MR. BECKHAM: Okay.
MR. NEBLETT: -- scope.
Q. (By Mr. Beckham) Have you ever in your life experience heard of a infrastructure project like the superconducting super collider that failed because of lack of funding?

Page 64

A. I have.
Q. Okay. And you agree that the superconducting super collider was a bad idea?
A. I don't.
Q. Okay. You -- you agree that a lot of landowners were hurt because their lands were taken and the project was never built?
A. I don't know about that.
Q. You don't know about that? You think they were benefited?
A. They could have been.
Q. Okay.
A. It's beyond my knowledge.
MR. NEBLETT: Objection, beyond the scope of the deposition --
Q. (By Mr. Beckham) The reason the property was taken was to build the project, right?
A. I don't know that the property was taken. Was it paid for?
Q. The reason Texas Central, TCRI wants to take land is to build this train, right?
A. We would like to acquire land to build the train, that's correct.
Q. Okay. And if Texas Central doesn't have the money, you can understand the skepticism of a landowner

Page 65

who says you shouldn't be able to take my land if you can't build the thing, true?

A. I can understand that.

MR. NEBLETT: I'm going to object to the question as being beyond the scope --

Q. (By Mr. Beckham) And is Texas Central --

MR. NEBLETT: -- of the inquiry of this deposition.

Q. (By Mr. Beckham) Is Texas Central claiming that it should have eminent domain authority when it does not have the financial ability to -- to acquire the land?

MR. NEBLETT: I'm going to object to the question as being beyond the scope of inquiry of what we've provided this witness for, and I'm going to instruct him not to answer.

Q. (By Mr. Beckham) Does Texas Central claim that it should have eminent domain authority when it doesn't even have the financial ability to buy one train?

MR. NEBLETT: I'm going to object to the question as being beyond the scope inquiry for this witness. We have specifically said it, we're not providing a witness as to those questions relating to the financing. And it was specifically agreed that we would go forward with this deposition with that understanding that we were not providing such a witness.

Page 66

And I'm the instructing the witness not to answer.

MR. BECKHAM: And, Robert, can we have an agreement that every time you instruct him not to answer, I don't have to ask him if he's going to follow his attorney's advice, we can presume that he is?

MR. NEBLETT: Yes.

MR. BECKHAM: Okay.

Q. (By Mr. Beckham) And does -- how much does one Shinkansen -- did I pronounce that right?

A. You did.

Q. Okay. First time ever. How much does one -- how many cars on one train under y'all's plans? You got an engine?

A. There's not an engine. It's a distributed drive system. So there's eight cars.

Q. Propulsion on all eight cars?

A. Correct.

Q. Okay. So is the first car -- has a different seating format, I mean, there's a --

A. It does. There's a cab and some seating in it --

Q. Okay.

A. -- as opposed to other passenger railroad that has a locomotive with no seating in it.

Q. Okay. And is there an engine cab on both ends?

Page 67

A. There is.

Q. Okay. So there's two engine-cab-type cars and six coach cars?

A. Correct. There's seating in the -- in the cab cars.

Q. I understand.

A. Okay.

Q. And is that -- is that eight-car configuration the standard in Japan or is it proprietary to what you guys are planning to do in Texas?

A. There is in Japan different systems or companies within Japan because the railroad system is broken up into different areas. The Tokaido-Shinkansen, which is JRC, runs 16-car train sets. In the south of Japan, they run eight-car train sets. So it's a common configuration.

Q. Okay. And is the 700 the eight-car train set?

A. Yes.

Q. Okay. And that's what TCRI is planning for Texas?

A. Correct.

Q. Okay. So what does one eight-car set with two engines cost?

MR. NEBLETT: I'm going to object to the question as being beyond the scope of inquiry for this

Page 68

deposition.

Q. (By Mr. Beckham) You can answer.

MR. NEBLETT: If you can direct me where that is, I'll withdraw my objection, Mr. Beckham, but I don't see where it's -- that this witness has been asked to opine about that.

MR. BECKHAM: Oh, I just think it's contextual.

Q. (By Mr. Beckham) You can answer. Go ahead.

MR. NEBLETT: I'm -- I'm going to instruct him not to answer.

Q. (By Mr. Beckham) All right. Does -- has Texas Central -- does Texas Central have the money to buy even one car?

MR. NEBLETT: Objection, instruct the witness not to answer.

Q. (By Mr. Beckham) And has Texas Central entered into a contract -- who is the manufacturer of the train?

A. There's several manufacturers. The Nippon Sharyo is one.

Q. Who's the lead -- who does TCRI contract with to buy them?

A. Either Hitachi or Nippon Sharyo.

Q. Okay. And are those contracts in existence?

A. Discussions are in existence.

Page 69

Q. Okay. So the answer is --
MR. MCSHAN: It's part of that.
MR. BECKHAM: Yeah. Counselor, Number 9 is the basis for TCRI's claim of the $10 billion cost estimate, so the cost of the train would clearly be within that. I don't know why you're trying to block so many questions.
MR. NEBLETT: Well, I asked you, because I was looking for it, I asked you to show me the basis for it.
MR. BECKHAM: So I have.
MR. NEBLETT: I do see that Number 9 reads something relating to cost, so restate your question.
MR. BECKHAM: Sure.
Q. (By Mr. Beckham) How much does one train set cost?
A. Approximately 40 million.
Q. Okay. And how many train sets are going to be in your starter kit?
A. As provided in our environmental impact statement, we have 15 train sets as our initial operating plan.
Q. Okay. So -- and you said 40?
A. Correct.
Q. So 15 times 40 is 600 million?

Page 70

A. Correct.
Q. Okay. And so TCRI does not have or all of Texas Central doesn't have 600 million to buy the trains now, true?
A. That's true.
Q. Okay.
MR. NEBLETT: Objection, and I'll instruct the witness not to answer.
Q. (By Mr. Beckham) There is currently no contract in existence between TCRI -- strike that -- any Texas Central entity and the manufacturers for the purchase; there are negotiations but there's no contract, true?
A. True.
Q. Okay. And TCRI has not -- does not have -- financing security in writing to buy the trains, true?
MR. NEBLETT: Objection, and I'm going to instruct the witness not to answer. It's beyond the scope of this deposition. This witness has not been designated for such testimony.
MR. BECKHAM: Well, that's part of the cost estimate.
MR. NEBLETT: No, it's not.
MR. BECKHAM: Sure it is.
MR. NEBLETT: No, it's not.
Q. (By Mr. Beckham) Okay. How much has Texas

Page 71

Central budgeted for land acquisition costs as part of the $10 billion?
A. Several hundred million.
Q. How many several?
A. Approximately 300.
Q. Okay. 300 million. And do you know roughly how many acres are going to be taken?
A. I do.
Q. How many is that?
A. Approximately 7,000 acres. That number is still under revision because we're working on engineering of elevating the train on the viaduct, which narrows its footprint.
Q. So it may be 10 percent either way or be a bigger variance or you don't -- or do you know?
A. I believe that to be on the upper end. It could come down. We're working to elevate the train in additional sections --
Q. Okay.
A. -- which results in a smaller footprint on the ground.
Q. And with respect to -- I've looked at your website and seen things about viaduct and seen things about elevated tracks and berms and pass-throughs, et cetera. If we're talking -- are you generally

Page 72

familiar with Mr. Miles' property?
A. I am.
Q. Okay. I'm sure you guys have had drones or planes or helicopters fly the route?
A. We have once.
Q. Many occasions?
A. Just once.
Q. Just once?
A. Uh-huh.
Q. Whose is the helicopter that's buzzing over my ranch all the time?
A. I don't know.
Q. It's one of you guys, I know. You said you've only flown the route one time?
A. Yup, we have one LIDAR.
Q. Okay. So LIDAR gives you topographic information, right?
A. It does.
Q. Okay. And so Mr. Miles' place is relatively flat, right?
A. Relatively.
Q. Okay. If we assume -- let's assume it's flat rural land and there's no -- no county roads or highways on it that we're crossing. Is the plan to have a earthen berm across just a -- just flat rural land?

Page 73

A. Not necessarily.

Q. What's the -- what's the initial plan, and then we'll go to the alternatives?

A. The alignments are still under development with regard to elevations. And I -- let me give a little background. At 205 miles an hour, we have very tight tolerances.

Q. I understand. You don't want a roller coaster?

A. You don't want a roller coaster.

Q. I would, that would be fun, but.

A. No seat belts. So -- so it's not all dependent upon Mr. Miles' land, because it could be, in part, that -- the consequences of the land within a couple of miles to the north or south of Mr. Miles --

Q. I understand.

A. -- could have an equal or dominant consequence on --

Q. I've got it.

A. -- on the design of the land across Mr. Miles.

Q. I have heard this figure thrown about, and I want to know if it's accurate or not. I've heard that the tolerances, the Shinkansen 700 can't turn more than 1 degree or elevate or deelevate more than 1 degree at the high speed. Is that -- is that an accurate degree percentage or is it even less than that or not that

Page 74

tight?

A. It's not quite that tight.

Q. Okay. So it's 2 degrees or?

A. 1 1/2 percent is for -- at speed.

Q. 1/2 percent or 1 1/2 degrees?

A. Well, 1 1/2 percent of elevation changes.

Q. Okay.

A. So if we're talking about radiance for horizontal curvature as opposed to in vertical, I can get the math out and show you how --

Q. You can't do that off the top of your head?

A. No.

Q. Okay. So 1 1/2 percent on gradient?

A. Uh-huh.

Q. Okay. And if all other factors are equal and you have a piece of rural land, is the -- is the track going to be at grade or is it going to being elevated?

A. That's still under development. We are looking to achieve around a 65 to 80 percent elevated track route.

Q. Okay. And if it's at grade, then a -- Mr. Miles' property, he will not be able to cross from one side to the other?

A. The -- provisions could be made for him to cross from one side to the other.

Page 75

Q. Like what?

A. Pass-throughs underneath.

Q. So you'd have -- the train could be at grade and we dig a tunnel underneath?

A. That's a possibility.

Q. Okay. What's another possibility?

A. The train would be elevated as --

Q. No, no, this is if it's at grade.

A. We have designs for the roads to go over the train as well.

Q. I'm not talking about a road. I'm just talking about a landowner getting his cows from one side to the other.

A. Access to go over the railway.

Q. Okay. Has Texas Central committed to allowing every landowner access to the other side to his land?

A. We have.

Q. Okay. What if it's a -- what if it's a 10-acre place?

A. We'll have to discuss that with the landowner.

Q. Well, have you committed or not? That's what I'm trying to understand.

A. We have --

MR. NEBLETT: Let me say this: I'm going to object that this is beyond the scope of the inquiry

Page 76

for this witness.

MR. BECKHAM: It's part of the cost estimate, because those things are costly.

MR. NEBLETT: Well, that's not --

MR. BECKHAM: It's costly to put an overpass over the train, right?

MR. NEBLETT: That's not part of the cost estimate.

MR. BECKHAM: Well, sure it is.

MR. NEBLETT: Well, no --

Q. (By Mr. Beckham) Have you guys figured in to your 10 billion the cost of crossing -- I mean, you have a computer system that has every single piece of property, right?

A. Correct.

Q. Okay. Is that TCRI, some other Texas Central entity or the contract land staffing that has that mapping program?

A. Contract land staff. However, in conjunction with our engineering firms, we have that --

Q. Okay.

A. -- that data itself as well.

Q. You probably own the system, but contract land staffing is running it; is that fair?

A. I believe that to be right.

Page 77

Q. Okay. And so you guys know exactly how many tracts of land must be crossed? I know there's different alignments, but under an Alignment A, I could, say, push a button, and you could tell me how many tracts of land?

A. Yes, we could.

Q. Can you tell me roughly how many tracts of land are crossed with the primary --

MR. NEBLETT: I'm going to object.

Q. (By Mr. Beckham) -- utility corridor?

MR. NEBLETT: I'm going to object.

MR. BECKHAM: It's part of the cost estimate.

MR. NEBLETT: No, it's not part of the cost estimate.

MR. BECKHAM: Sure it is.

MR. NEBLETT: That's not part of the cost estimate. You want to include everything and make it part of the cost estimate. It's not part of the cost estimate. You're trying -- you're getting into the operations --

MR. BECKHAM: Robert, you're just arguing.

MR. NEBLETT: No, I'm not.

Q. (By Mr. Beckham) Do you know how much it costs to dig a tunnel under the train --

Page 78

A. I --

Q. -- to let the cows go underneath?

A. I don't specifically.

Q. I mean, somebody does, right?

A. Correct.

Q. Texas Central does, right?

A. Correct.

Q. Does Texas Central know how much it costs to build an overpass over the train?

A. Yes, they do.

Q. Okay. Overpass probably costs more than a tunnel underneath, right?

A. It depends on the geotechnical characteristics of the -- of the physical environment.

Q. Don't overpasses typically cost more than tunnels?

A. Not necessarily.

Q. You got to get off -- because if the -- if the -- the typical berm where -- I've heard from meetings, I heard you speak, I've seen the videos of you speaking at meetings where Texas Central intends to allow landowners to drive a piece of agricultural equipment underneath with 14-foot clearance; is that right?

A. If needed, correct.

Page 79

Q. Okay. And so then there's got to be some dirt on top of that and then the train track. How tall is the train?

A. The rolling stock is 11 feet tall.

Q. Okay. And then how far above the 11 feet is the electrical superstructure?

A. I think it's a total height of -- from -- from track elevation to the top of the electric infrastructure, which would be the tallest component, around 25 feet.

Q. Okay. So 20-foot berm, 25-foot on top, so from the -- from the ground level to the top, maybe 45 feet, and then the overpass would have to be above that, right?

A. Yeah.

Q. How much clearance between the top wire and the bottom of the bridge?

A. Not much.

Q. 2 feet or something?

A. Probably.

Q. Okay. And then a bridge is 4 or 5 feet thick probably?

A. Well, it depends on what you're putting on the bridge.

Q. A car or tractor.

Page 80

A. Okay.

Q. Could be more than 2 feet thick, right?

A. Right.

Q. Huh?

A. Yeah.

Q. Okay. So if we're at 45 plus 2, 47, 52, 53 feet to the roadbed, minimum, if we have a 20-foot berm?

A. If you had a 20-foot berm.

Q. Okay.

A. I'm -- I'm not aware of any place that we have a 20-foot berm.

Q. Well, if you have a 14-foot clearance, you've got to have four or five feet of dirt in the track bed on top of it, right?

A. Correct.

Q. Okay. Well, what would the surface of the rail be if you had 14-foot clearance, at least 20 feet, right?

MR. NEBLETT: I'm going to object to this line of inquiry because it doesn't have anything to do with what Mr. McCabe has been designated to testify for.

MR. BECKHAM: Okay. It goes to cost.

MR. NEBLETT: It doesn't go to cost estimate. A cost estimate is a cost estimate. You're asking about everything to do with the train and it

Page 81

has -- it has nothing to do with cost estimates.

MR. BECKHAM: Well, I'm going to ask him --

MR. NEBLETT: In some sense, everything has to do with cost, but when you ask about cost estimates, you can -- you can review what was plead in the pleading and so forth, but you're not -- that doesn't open up everything to do with the operation of the train.

Q. (By Mr. Beckham) Why did Tim Keith swear that it was 10 billion in the petition for exemption when it had already been announced that it was going be to 12 billion?

A. I'm believe that --

MR. NEBLETT: I'm going to object to the question as to form.

Q. (By Mr. Beckham) You can answer.

MR. NEBLETT: And I think that that misrepresents the -- the representation of Mr. Keith, but I'd have to look at it to be certain of that.

Q. (By Mr. Beckham) Go ahead.

A. The -- what's included in costs, there's a number of factors that are included or not included when we talk about cost. So for instance, if one set of costs would be inclusive of -- let's use your example

Page 82

about rolling stock, if rolling stock was to be financed as a part of cost or not. And so in some instances or --

Q. Say that again. If something is financed, it's not part of the cost?

A. Well, it depends on what is a capital cost versus an expense, but I --

Q. Are you kidding me?

A. I'm not the finance guy. We've -- no, I'm not the finance guy.

Q. So you're telling me that when Tim Keith swore to the federal government it would cost 10 billion, he was leaving out anything that would be financed?

A. He said --

MR. NEBLETT: I'm going to object to the question as to form, primarily because I believe that that's not what Mr. Keith said.

A. I thought it was more than 10 billion was his statement.

Q. (By Mr. Beckham) So --

A. At least -- or at least 10 billion.

Q. Well, but Texas Central had already released that it was going to cost more than 12 billion at that time, correct?

A. I don't know that.

Page 83

Q. Really?

A. Correct.

Q. How long has Texas Central known -- this is on cost estimates -- we've got several newspaper articles where Tim Keith was saying it's going to cost over 12 billion before the STB filing.

A. Our costs are -- one, we don't have a final alignment release by the FRA, so we don't have a final cost. Secondly is that, as I've talked about in response to landowner concern about access, about maximizing what we call viaduct or the elevated sections, so that's -- there's a cost to incur to elevate.

Q. Is viaduct more expensive than berm?

A. It can be.

Q. When is it not? I mean, it's at the same height. So if you had a -- tell me again. I'm sorry. If the -- just so I can give you a good question.

If you have a 14-foot clearance, what is a -- what do you call a pass-through through a berm?

A. A pass-through.

Q. A pass -- we can use that term?

A. We can.

Q. Okay. What is -- is it a giant 28-foot pipe that's cut in half like a Quonset hut or is it -- how is

Page 84

it structurally built?

A. I think the analogy would be it would be a rectangular box structure.

Q. Okay. Reinforced concrete?

A. Correct.

Q. Okay. And so tell me again what you thought the -- the track height would be if you had a 14-foot pass-through, roughly.

A. Several feet on top -- above the top of the pass-through.

Q. Five or six feet?

A. At most.

Q. Okay.

A. Something as low as probably three feet that -- I'm not certain, but it's in that range.

Q. Okay. And then you think 25 feet from the track height to the top of the electric superstructure?

A. Correct.

Q. Okay. And has Texas Central -- if we're talking about a 14-foot pass-through and, roughly, 18 to 20-foot track height, is it more expensive or less expensive to do the viaduct as opposed to an earthen berm?

A. At that kind of elevation it's less expensive to do the viaduct.

Page 85

Q. Okay. Where is the tipping point?
A. It depends on the soils for the berm work.
Q. Just roughly?
A. So whether -- whether it's five to seven feet in elevation or 12 feet, it's very much dependent, very, very dependent on the soils beneath that you would otherwise use for placement in the embankment.
Q. Okay. Why -- why is the TxDOT estimate of 18.3 billion so much different from what Mr. Keith swore to?
A. I'm not that familiar with TxDOT's estimate. I don't -- don't know that.
Q. Well, you said you read the report?
A. I have at one time. I don't -- I don't recall exactly, and I didn't do an analysis of why it is or isn't within the costs that we have.
Q. Who has more experience estimating infrastructure projects, TxDOT or TCR?
MR. NEBLETT: Objection, form.
A. I think -- I think, as defined who TCRI is, our partners are world-class, and I think they have great expertise at estimating these types of structures and costs.
Q. (By Mr. Beckham) Like they did in California?
A. No.
Q. Okay. Well, what system are they using in

Page 86

California?
A. They aren't using a system in California. They haven't designated a technology.
Q. But don't you think they have world-class estimators out in California?
MR. NEBLETT: Objection, form.
A. They might. I could speculate that it's a different type project.
Q. (By Mr. Beckham) Are you saying you don't know who the firms are, Texas Central doesn't know who the firms are in California?
MR. NEBLETT: Objection, objection as to form and it's beyond the scope of this deposition.
Q. (By Mr. Beckham) Do you have a rough or just a general idea, just reading trade press, where their estimate started around 30 million and they're up over almost 80 billion by now?
A. I am aware of that.
Q. Do you have some just general awareness that, the vast majority of time, massive infrastructure projects are completed way above the initial estimates?
MR. NEBLETT: I'm going to object as to form and also is beyond the scope of inquiry. I mean, and what's -- the frame -- the frame of the question suggests that you're asking him in a personal level

Page 87

instead of in a corporate level.
MR. BECKHAM: Well, he can ask answer this one. It won't hurt you, Robert.
MR. NEBLETT: If you're asking --
MR. BECKHAM: It won't hurt you to let him answer this one.
MR. NEBLETT: Well, you know, you're asking questions that are beyond the scope of this deposition, so I don't see any reason why we ought to go into that.
MR. BECKHAM: If you're making me write every question down, that's a different set of rules.
MR. NEBLETT: I'm not, but obviously --
MR. BECKHAM: With respect to the cost estimates --
MR. NEBLETT: -- what happens in California has nothing to do with what happens in Texas.
MR. BECKHAM: Oh, but it does.
MR. NEBLETT: It's not part of the scope of the deposition.
MR. BECKHAM: I know you guys hope it doesn't.
MR. NEBLETT: Well, it's not part of the scope of the deposition in any event.
MR. BECKHAM: It is.

Page 88

Q. (By Mr. Beckham) Have the costs estimates been adjusted for the fact that infrastructure projects usually go up?
A. No.
MR. NEBLETT: Objection, form.
A. No, they're not.
Q. (By Mr. Beckham) Okay. These are the initial cost estimates, right?
A. These are the initial cost estimates, what?
Q. Well, they are, they're initial cost estimates.
A. That's correct.
Q. Okay. And does -- is there a cost estimate for running along the I-45 corridor?
A. There was.
Q. And what was that?
A. I don't specifically recall the numbers.
Q. Just round numbers.
A. I don't recall.
Q. Well, was it twice as much?
A. No, it wasn't. The challenge with the I-45 corridor is -- and why it ranked so poorly of the four corridors is outlined in the step 1 or step 1 report that's published, has to do with the curvature of I-45 and the challenges of getting into the city of Houston.
Q. And -- well, if you have -- were there also

Page 89

cost estimates for going further into downtown Houston and -- and getting the station in an area that would better serve Houston citizens?

A. There were cost estimates for different approaches into different locations within Houston, yes.

Q. Okay. And you know there's -- there's criticism of the current location because it's going to -- it's an area with heavy traffic, it's going to be hard to get to from different parts of Houston; you're certainly aware of that, aren't you?

A. I'm aware of it.

Q. Yeah. And have you ever tried to drive from that part of Houston to downtown at 8 o'clock in the morning?

A. I have. Our ridership reflects a desire of the riders both originating from Houston as well as the ridership of the folks that are in the Dallas area that there is a preference for that location over a downtown location.

Q. And who -- which study is that in?

A. The Louis Berger Group.

Q. Which one?

MR. BECKHAM: On exhibit -- let's see, which report is that answered from on Exhibit 2? Will you just take a pen and just number those reports so --

Page 90

we should have numbered them in the beginning. Thank you, Robert.

A. I don't believe it's on here.

Q. (By Mr. Beckham) Okay. What was the name of the report that -- that you're talking about that showed preferences of ridership?

A. I don't specifically recall the name of the report, but the consultant that did the work was the Louis Berger Group.

MR. BECKHAM: Okay. So there's an additional -- let's just write on there Number 10 and just say additional Louis Berger report on ridership preferences.

MR. NEBLETT: Blake, it's noon, so when you get to a convenient stopping point, let's break for lunch.

MR. BECKHAM: All right. How about a couple more minutes?

MR. NEBLETT: Okay.

Q. (By Mr. Beckham) Are you aware of any companies that are trying to run high-speed rail from Dallas to Houston other than Texas Central?

A. I'm not aware of any other.

Q. All right. So there is no competition for high-speed rail from Dallas to Houston that you're aware

Page 91

of?

A. That's correct.

Q. Okay. On the ridership report that that -- where did exhibit -- Number 10 on Exhibit 2, on that report, from your memory of reading it, did Louis Berger, did he do some like in-person surveys, talk to people in Houston?

A. He did.

Q. Or was it based on numbers and patterns?

A. It's a combination of both.

Q. Okay.

A. The LBG's survey, if I recall correctly, include both surveys, interviews, as well as modeling.

Q. Okay. And did -- did they also do surveys and interviews in Dallas and they determined that a location south of I-30 was what people wanted?

A. They did.

Q. Okay. Are some of the investors in TCP significant landowners where the Dallas station is planned?

A. There is.

Q. Okay. Jack Matthews?

A. Correct.

Q. Okay. Any others?

A. No.

Page 92

Q. Okay. And are some of the investors in TCP significant landowners near where the Houston location is going to be?

A. No.

Q. Okay. Who owns the land in Houston?

A. We don't own the land, so --

Q. Who does was the question.

A. Depending on the station location, because we're evaluating three different areas for those locations, I'd have to look at a document and see who those landowners are. I don't know that.

Q. Do you know any of them off the top of your head?

MR. NEBLETT: I'm going to object to the question as asking for testimony beyond the scope of this deposition.

Q. (By Mr. Beckham) Well, have you gotten the cost for the land in Houston?

A. We have.

Q. Okay. How much is it?

A. Well, it depends on the site.

Q. Okay. Well, tell me the three different sites.

A. If you're familiar with the area, there's a site, the southern-most site which would be in proximity to the Northwest Transit Center. Then, approximately --

Page 93

I'll get back to ownership and cost -- 4,000 feet to the north along Hempstead Road is an industrial site there.

Q. And what's the cost of that site?

MR. NEBLETT: I'm going to object to the -- I'm going to object to the question as being beyond the scope of this deposition.

MR. BECKHAM: Cost estimates?

MR. NEBLETT: Individual cost estimates for individual properties is not part of the scope of this deposition.

A. It depends on how much of the property that we're talking to a landowner and negotiating with the landowner on, and I believe -- I don't know that number specifically.

Q. (By Mr. Beckham) Do you know how many acres you're trying to get?

A. Each site is a different amount of acreage.

Q. Roughly, minimum?

A. A minimum for a station site is 25, 30 acres. It's, in part, is dependent on whether or not we have additional services at that site for the train sets.

And then the third site is in -- is the Northwest Mall, in that location. I'm not sure I can provide a price estimate for acreage due to the confidentiality on the -- the land site. I don't have

Page 94

those numbers.

MR. NEBLETT: You know, Mr. McCabe, it's beyond the scope of this deposition, in any event, so I'm going to instruct you not to do so.

Q. (By Mr. Beckham) Are there any signed contracts for any of those Houston locations or are they still in negotiation phase?

MR. NEBLETT: I'm going to object as beyond the scope of this deposition, and I'm going to instruct the witness not to answer that question.

Q. (By Mr. Beckham) On the -- if you were saying earlier if you -- in areas where the -- did you say aqueduct?

A. Viaduct.

Q. Viaduct, okay. If the -- if the viaduct approach is taken, it narrows the -- the corridor needed?

A. It can.

Q. Okay.

A. Correct.

Q. Do you understand the difference between a condemnation in fee and a condemnation of an easement?

A. I'm not sure.

Q. Do you understand the difference in fee simple title and an easement?

Page 95

A. Yes.

Q. Okay. When Texas Central condemns on a place where there's going to be an earthen berm, are there going to be fences on both sides?

A. There will.

Q. Okay. And is it Texas Central's plan to condemn in fee there with an earthen berm and the fences?

MR. NEBLETT: I'm going to object to the question as being beyond the scope of this deposition.

A. It's my general understanding that the condemnation would be as an easement.

Q. (By Mr. Beckham) In either case?

A. Yes.

Q. Okay. And how wide or narrow would the -- would the right-of-way be if -- well, I'll say it another way. If it's the berm, it's a hundred feet; is that accurate, generally?

A. No, that's not accurate.

Q. Okay. What is -- how wide will it be?

MR. NEBLETT: Objection to the form and because it's beyond the scope of this deposition.

MR. BECKHAM: He swore to it in the pleading.

MR. NEBLETT: He swore to what in the

Page 96

pleading?

MR. BECKHAM: That it's a hundred feet, the same as a county road.

MR. NEBLETT: Yeah, but you're asking for distinctions between where there's a viaduct --

MR. BECKHAM: Well, I know, I'm asking him --

MR. NEBLETT: Those have nothing to do --

MR. BECKHAM: Okay. I'm asking about what he swore to in the pleading.

MR. NEBLETT: This is a case about the right to survey. You're wanting to get into design and the entire process of the entire project, and it has nothing to do with the right to survey.

MR. BECKHAM: Well, we don't believe that you have eminent domain, so all these things have to do with that. And remember, that's your burden of proof.

MR. NEBLETT: That's --

MR. BECKHAM: It's really not ours.

MR. NEBLETT: It has nothing do with the question that's on the table.

MR. BECKHAM: Well, I don't think you get to tell me how to argue my case, pretty sure about that.

MR. NEBLETT: Well, I'm pretty sure I get to object when you've gone beyond the scope of the

Page 97

deposition.

MR. BECKHAM: Okay.

Q. (By Mr. Beckham) So how -- and I know you can't say for all circumstances but just for general information, if there's a berm, are you looking at a hundred foot right-of-way like you said in the petition?

A. Correct.

Q. Under oath? Okay. And when it's a viaduct, typically, how wide is it going to be?

A. It could be less than that.

Q. Okay.

A. A viaduct deck is about 50 feet wide, slightly smaller.

Q. Okay.

A. So it depends on the access to the viaduct, so there may be some additional right-of-way adjacent to the viaduct. So if you look at 50 feet for the viaduct, it could be as little as 75 feet.

Q. So you could have a truck drive up and down or something like that?

A. Correct.

Q. Okay. And if it's a viaduct, is there any need for fencing?

A. No, there is not.

MR. BECKHAM: Okay. You want to take a

Page 98

lunch break now?

MR. NEBLETT: Yes.

MR. BECKHAM: Okay.

THE VIDEOGRAPHER: It's 12:07. We're going off the record.

(Lunch recess.)

THE VIDEOGRAPHER: It's 1:28. Beginning tape Number 3. We're on the record.

Q. (By Mr. Beckham) Did you look at any documents during lunch?

A. I did not.

Q. Okay. Did you talk to anybody other than your lawyers about the deposition?

A. No, I did not.

Q. All right. Looking at the Surface Transportation Board response, it says that TCRI is going to be responsible for construction and infrastructure and then, once it's completed, the line is going to be operated by TCRR. Is that -- is that how you understand it?

A. Possibly.

Q. Okay. And so Texas Central Railroad & Infrastructure, does it have the personnel and the expertise to oversee the construction?

A. Yes, it does.

Page 99

MR. NEBLETT: Objection, form.

Q. (By Mr. Beckham) And does -- does Texas -- tell me again when TCRR is.

A. Texas Central Railroad --

Q. Railroad?

A. Railroad.

Q. Is that an LLC?

A. I believe so.

Q. Okay. Do you know if that's formed in Delaware or in Texas?

A. I don't recall.

Q. Okay. So are you -- if you were around the office talking about Texas Central -- Central Railroad, do you call that TCRR or what would you call that entity?

A. We would call it TCRR.

Q. Okay. Is TCRR a wholly owned subsidiary of Texas Central Partners?

A. It is.

Q. And TCRI is also a wholly owned subsidiary?

A. It is.

Q. Okay. How many shareholders are there in TCP?

A. I don't know.

MR. NEBLETT: I'm sorry?

MR. DOW: How many shareholders.

Page 100

MR. NEBLETT: In TCP, you said?

MR. BECKHAM: Yeah.

A. I don't know.

Q. (By Mr. Beckham) Roughly.

A. A couple of dozen.

Q. And the -- is there an organizational chart that shows somewhere that TCRI is responsible for the acquisition, construction of the tracks and stations and other infrastructure?

A. There is.

Q. Okay. And is there a -- is there a organizational chart that shows that TCRR will operate and maintain the Texas Central line after the construction?

A. It's our intention, correct.

Q. Okay. And when you say it's your intention, it's the intention of Texas Central Partners that TCRR will operate and maintain the Texas Central line; is that right?

A. I think there's a bit -- yes, with the distinction between the two companies. TCRR is focused on the operations from a customer service standpoint, from the revenue and fare, et cetera, and TCRI is the infrastructure and track, civil works, core system, et cetera.

Page 101

Q. Okay. And the -- now, is there any government entity that has recognized -- let me back up.

Earlier you said under oath, you don't get a piece of paper or certificate that says a company has eminent domain. Do you remember that answer?

A. I do.

Q. And that's a true answer, right?

A. The best of my knowledge.

Q. Okay. So Texas Central does not have from any state agency an acknowledgment or an adjudication that it has eminent domain authority, true?

A. That's not -- I'm not aware of any, correct.

Q. Okay. And Texas Central does not contend that the Surface Transportation Board can confer state law eminent domain powers on Texas Central or its affiliates, true?

A. True.

MR. NEBLETT: To the extent that that seeks a legal answer, I'm going to object.

A. So that's our understanding.

Q. (By Mr. Beckham) Okay. And same thing, Texas Central does not contend that the Federal Railway Administration can confer state law eminent domain powers on any of Texas Central's affiliates, true?

MR. NEBLETT: I'm going to object that

Page 102

that question seeks legal opinion, and I'm going to instruct the witness not to give legal opinions.

Q. (By Mr. Beckham) You can answer.

A. It's our understanding.

Q. Okay. And -- well, you've never heard anyone within Texas Central say, "We have eminent domain because the Surface Transportation Board says we do," right?

MR. NEBLETT: Same objection. I have a further objection that that also seeks privileged communications.

MR. BECKHAM: And I'll exclude communications from attorneys.

Q. (By Mr. Beckham) I'm just talking about management board meetings, whatever, no one said, well, the Surface Transportation Board has approved us as eminent domain, so can infer we have it, that never happened, right?

MR. NEBLETT: Same objection, that's privileged communication, and so I'm going to instruct the witness not to answer as to that question.

MR. BECKHAM: The entire question?

MR. NEBLETT: Yes.

MR. BECKHAM: Okay. Well, I was asking in nonprivileged context.

Page 103

MR. NEBLETT: You're asking whether there have been communications among management about whether there was eminent domain authority had been granted by FRA, I think.

MR. BECKHAM: Okay. So you give us a lawyer for the corporate rep and you say he can't answer legal questions; is that right?

MR. NEBLETT: I'm not giving you a lawyer for a corporate rep.

Q. (By Mr. Beckham) Aren't you a lawyer, sir?

MR. NEBLETT: He is a --

A. I'm not a -- I'm not a lawyer for our company.

Q. (By Mr. Beckham) Are you a lawyer?

A. I am.

Q. Okay.

MR. NEBLETT: We're not offering legal testimony in this deposition, as you know.

MR. BECKHAM: Well, there are certainly mixed questions of law and fact that you have to answer, Robert, and I know you know that.

Q. (By Mr. Beckham) Now, regardless of what Texas Central believes or doesn't believe, the Surface Transportation Board has never granted eminent domain authority to Texas Central or its affiliates, right?

MR. NEBLETT: Objection, it seeks --

Page 104

MR. BECKHAM: That's fact, has it happened.

MR. NEBLETT: Objection as to form.

Q. (By Mr. Beckham) Okay. Go ahead?

A. No, it has not.

Q. Okay. Same question: Federal Railway Administration has never granted eminent domain authority to Texas Central or any of its affiliates, true?

MR. NEBLETT: Objection as to form.

A. That's correct.

Q. (By Mr. Beckham) No federal agency has granted eminent domain authority to Texas Central or its affiliates, correct?

MR. NEBLETT: Objection as to form.

A. That's correct.

Q. (By Mr. Beckham) TxDOT has not granted eminent domain powers to Texas Central or its affiliates, correct?

A. That's correct.

Q. No Texas regulatory agency has granted eminent domain to Texas Central or its affiliates, correct?

A. Correct.

MR. NEBLETT: Objection, form.

MR. BECKHAM: Okay. What's the objection?

Page 105

MR. NEBLETT: Please state your question again.

MR. BECKHAM: No. You have to know what it is when I say it. You don't get a second chance.

MR. NEBLETT: Well, because you had a series --

MR. BECKHAM: The second chance: There's no Texas regulatory has granted eminent domain to Texas Central or its affiliates.

MR. NEBLETT: Yeah, it's asking the witness for speculation. He's not here to testify as to those issues, and so testimony about that would be speculative.

MR. BECKHAM: We're at -- he's here to testify how he got eminent domain, and I'm just closing off any other avenues.

MR. NEBLETT: But we're not going to put on any testimony and we're not putting on any as to any legal aspects of that.

MR. BECKHAM: Well --

MR. NEBLETT: If you want to ask him about --

MR. BECKHAM: That's a real dangerous position for you to take when we get to trial, but --

MR. NEBLETT: Well, no.

Page 106

MR. BECKHAM: Okay, I'm fine I'll move on.

MR. NEBLETT: But if you want to ask him -- I'm the lawyer, I'll be arguing the law, but if you want to ask him about factual aspects of it, that's certainly fair game.

MR. BECKHAM: Okay. That is the factual aspect: Has a regulatory agency granted you something.

Q. (By Mr. Beckham) Has any court, any Texas court granted or affirmed eminent domain power in Texas Central or any of its affiliates?

A. Can you restate that question?

Q. Yes. Has any Texas court issued a ruling or a judgment that Texas Central or any of its affiliates has eminent domain authority?

A. Not that I'm aware of.

Q. Okay. Has Texas Central obtained -- and let me go now to TCRI, I've been asking Texas Central and affiliates. Has TCRI obtained any injunction to conduct surveys?

A. I believe this is the first attempt.

Q. So the answer is "no"?

A. No.

Q. Okay. And what percentage -- I was talking to you earlier, what do you call the utility corridor route? Is that the primary route or what -- is the one

Page 107

that's most likely to be built, what would you call that?

A. It's --

MR. NEBLETT: Well, objection, form.

MR. BECKHAM: What?

MR. NEBLETT: That assumes facts not in evidence that there is.

MR. BECKHAM: Yes, I agree, it assumes the fact that it's not going to be built. I'll sustain that objection.

MR. NEBLETT: No, it assumes that there is a preferred route.

Q. (By Mr. Beckham) There's not a preferred route? Your attorney says there's not a preferred route.

MR. NEBLETT: No, I didn't say that. You misquoted me. I said your question assumes that, and that you haven't asked that.

A. The FRA published six -- six alignments within the -- within the utility corridor.

Q. (By Mr. Beckham) I'm familiar with that.

A. Evaluation is ongoing within those six alignments.

Q. Okay. Can you tell me how many, roughly, within the utility corridor, how many affected landowners are there?

Page 108

MR. NEBLETT: Objection. The question is beyond the scope of the testimony.

Q. (By Mr. Beckham) You can answer.

MR. NEBLETT: If you know the answer to that, I'm going to let you answer that, Mr. McCabe.

Q. (By Mr. Beckham) You can give me --

A. I don't understand your question. Is it for all six alignments? Because I don't know that.

Q. Well, I understand, okay, if there's six possible alignments in the utility corridor, most of the utility corridor is -- is set. There's -- I know there's some variance, you know, Ellis County, there's a couple of places.

A. Uh-huh.

Q. And whether -- I guess down around -- is it around Jewett that you might go to 45 but you might stay. So I understand there's -- there's a flex, but I think you should be able to tell me, hey, on the -- on the route that affects the least landowners, there's 10,000 landowners; if we take option B and option C, there's 12,000 landowners, or just a range.

A. I don't --

MR. NEBLETT: Same objection.

A. I don't recall, partly because I look at a lot of -- a lot of numbers and the mix on the landowners --

Page 109

Q. (By Mr. Beckham) Is more than -- is it more than 10,000 landowners?

MR. NEBLETT: Same objection.

A. No, I don't believe so.

Q. (By Mr. Beckham) Is it more than 5,000?

MR. NEBLETT: Same objection.

A. No, I don't believe so.

Q. (By Mr. Beckham) Okay.

A. I think it's less than that.

Q. Can you give me an estimate of how many landowners are affected?

A. I just did.

MR. NEBLETT: Objection -- objection, form.

Q. (By Mr. Beckham) Huh?

A. I thought I just did. Less than 5,000.

Q. Less than five? That's as close as you can get?

MR. NEBLETT: Objection, form.

A. I -- I don't have a -- a good number for that.

Q. (By Mr. Beckham) How many parcels of land has Texas Central or its affiliates purchased in the -- in any of the routes?

MR. NEBLETT: I'm going to object to the question as beyond the scope of the deposition notice.

Page 110

Q. (By Mr. Beckham) You can answer.

MR. NEBLETT: And I'm going to instruct the witness not answer.

MR. BECKHAM: On what basis?

MR. NEBLETT: It's beyond the scope of this deposition notice. Tell me where -- show me where it's in there.

Q. (By Mr. Beckham) Has Texas Central purchased any land?

A. Yes, we have.

Q. Okay. Have you purchased it or executed option contracts?

A. Executed option contracts.

Q. Okay. So you haven't purchased any?

A. Let me clarify. I believe we've purchased, to the best of my knowledge, we purchased land and we've also executed option contracts.

Q. How many different parcels have you purchased?

MR. NEBLETT: Again, I'm going to object to this line of inquiry as being beyond the scope of the deposition notice. I'm instructing the witness not to answer.

Q. (By Mr. Beckham) I want to go back to the topic that we were working on earlier this morning on the -- the factual items that Texas Central or its affiliates

Page 111

have performed in order to endow TCRI with eminent domain authority, all right? You remember the question?

A. I do.

Q. Okay. I believe you pointed me to two things so far. One is the incorporation and the second is the feasibility study. Do you remember any others you listed for me?

MR. MCSHAN: I think --

MR. BECKHAM: Huh?

MR. MCSHAN: I think you wrote them down.

MR. BECKHAM: Did I start that?

MR. NEBLETT: Well, that's a little different question.

MR. BECKHAM: Hey, Counsel, I've -- I've apparently mismarked exhibits, first time ever. The Certificate of Amendment is 5 and this piece of paper is 5, so I'm going to change this to 6 with your permission?

MR. NEBLETT: Okay.

MR. BECKHAM: And is it all right if the court reporter go back and change that in the record.

MR. NEBLETT: Sure.

Do we need to make a copy of that?

MR. BECKHAM: Well, we're going to write on it and I'll -- you can take -- shoot a picture with

Page 112

your iPhone.

MR. NEBLETT: Is that the one that's Number 5? All right. Got it. All right. Thank you.

MR. BECKHAM: Do I have a 7 yet?

MR. MCSHAN: It's the Surface Transportation order.

Q. (By Mr. Beckham) So I'm going to work with Exhibit 6. Exhibit 6 says, "What facts must TCRI perform to acquire eminent domain?" Maybe you know the answers to that question and maybe you don't. And then I want to come back and say: Of the ones that you'll list for me, which ones has TCRI completed? Do you understand -- do you understand the exercise I'd like to go through?

A. Yes.

MR. DOW: You're talking about your handwritten --

MR. BECKHAM: Yeah, right now it's just this piece of paper.

Q. (By Mr. Beckham) Okay. So I'm going to write on Exhibit 6, I'd like you to list for me, as best you can -- again, while you're not an attorney practicing for TCRI, you have a law degree and you understand legal issues, right?

MR. NEBLETT: Objection. He's not here to

Page 113

testify to legal issues.

MR. BECKHAM: I didn't ask him that.

A. Sometimes.

Q. (By Mr. Beckham) Okay. And do you have some understanding of eminent domain issues?

A. I leave that to lawyers to provide my -- the advice to the company with regard to that. It's not --

Q. Well, you -- you --

A. -- my responsibility to know the particular law --

Q. Well, you told me --

A. -- with regard to eminent domain.

Q. -- you were the best person in the company, in all of the TCRI companies, to talk to us about the eminent domain issues in the deposition notice. Is that still true?

MR. NEBLETT: I'm going to object to the form of the question and also object to the fact that it's beyond the scope of this deposition notice for this witness to be testifying on legal issues.

MR. BECKHAM: I'm -- I didn't ask a question yet.

MR. NEBLETT: Yeah, you did. And you --

MR. BECKHAM: No, the question pending is: Didn't you tell me you were the best person in the

Page 114

company to talk about eminent domain.

MR. NEBLETT: Talk about factual eminent domain issues, and so --

MR. BECKHAM: Fine.

Q. (By Mr. Beckham) The facts of eminent domain, are you the best person?

A. Yes, relative to the facts.

Q. Okay. What factual -- what factual things need to be performed in order for TCRI to have eminent domain?

A. We incorporated.

Q. Okay. So Number 1 is incorporated.

A. And the purpose of the incorporation --

Q. Hold on. Just a second. Incorporated.

A. May you -- could you pass me the amended -- the exhibit with the amended corporate --

Q. Yeah, it's -- the thing that you did in 2015?

A. Uh-huh.

Q. Now this is the amendment, Number 5. Okay. Incorporated. Number 2 is amend the purpose.

A. And the purpose set forth that our corporation is organized to plan, build, maintain and operate an interurban electric railroad.

Q. And the date of that document is?

A. Filed January 21st, 2015.

Page 115

Q. And the incorporation was December 20th of 2012?

A. Correct.

Q. Okay. So Exhibit 6 right now, "What facts must TCRI perform to acquire eminent domain?" Number 1 is incorporated. We've got that date. Number 2 is amend the corporate purpose, January 21st, 2015.

A. Correct.

Q. Okay. So before January 21st, 2015, you hadn't yet done the amendment, so TCRI did not yet have eminent domain, accurate?

MR. NEBLETT: I'm going to object to the question in that it asks a legal question, and this witness is not here to answer legal questions.

Q. (By Mr. Beckham) You can answer.

MR. NEBLETT: And I'm going to instruct you not to answer anything relating to the law or legal issues with regard to right to eminent domain, Mr. McCabe.

THE WITNESS: Good. I agree, I'm not here in that capacity.

Q. (By Mr. Beckham) What other factual things must TCRI do to acquire eminent domain?

MR. NEBLETT: Again, to the extent that that seeks a legal opinion, I'm going to instruct

Page 116

Mr. McCabe not to answer the question. If you want to ask Mr. McCabe if there are certain things that are in the statute that you think we have to do factually and whether they have been done or not, that is a fair question. Whether or not all the requirements and requisite elements of eminent domain authority have been met is a legal question.

MR. BECKHAM: Robert, if you really want to go to hearing not letting him answer the factual things that TCRI done -- has done to -- to get eminent domain, I think you'll go down in flames.

MR. NEBLETT: Blake, I'm going to let him answer the factual things, but the way --

MR. BECKHAM: That's what I'm asking.

MR. NEBLETT: The way --

Q. (By Mr. Beckham) What other factual things can I write on Exhibit 6 that TCRI has done? We've got this obstructionism where we can't get these questions answered. Let me just ask you this, sir --

MR. NEBLETT: Object to the comments.

Q. (By Mr. Beckham) Does Mr. Miles, as a landowner, have a right to know what facts TCRI has done before they come take his land?

MR. NEBLETT: Object to that.

Q. (By Mr. Beckham) Does he, in the United States

Page 117

of America?

MR. NEBLETT: Object to your --

Q. (By Mr. Beckham) Can you answer that?

MR. NEBLETT: Object to your question.

Q. (By Mr. Beckham) Okay. Let me ask another question. Is one of the -- the preeminent aspects of government to protect the private property rights of citizens?

MR. NEBLETT: Object to your question.

A. Yes.

Q. (By Mr. Beckham) Okay. And this court fight we're in is to see whether the government needs to protect Mr. Miles from an entity that doesn't yet have the money to construct this railroad. Do you understand that?

MR. NEBLETT: Object to the form of your question.

A. I understand that.

Q. (By Mr. Beckham) Okay. Do you think it's fair for Mr. Miles' representatives to ask you as a corporate rep what you have done to gain this tremendous power of eminent domain? Is it fair for us to ask what you've done?

MR. NEBLETT: I'm going to object to that question as being argumentative, and I'm going to object

Page 118

to the form of it as well.

Q. (By Mr. Beckham) You can answer.

A. Are you asking me to speculate on whether --

Q. No.

A. -- it's fair?

Q. I'm asking -- no, to tell me if it's fair.

A. Fair?

Q. If you need to tell the people of the state of Texas that you don't know if that's fair or not, great, I'll love that answer, we'll put it on a billboard.

A. Can you repeat the question?

Q. Yes. Does Texas Central tell everybody on its website that we're fair and we want to work with landowners and we're transparent, meaning, we don't hide anything? Isn't that what they say?

A. Is -- you're putting multiple questions to me, so I'm getting --

Q. Well, you can answer "yes" to all of them.

A. Or you --

Q. Do they say they're fair?

A. -- could stop and --

Q. Does Central Texas say --

MR. NEBLETT: Hey, Blake, let him answer the question, okay?

Q. (By Mr. Beckham) Does Texas Central say they're

Page 119

fair on the website?

A. They do. We do.

Q. Does Texas Central say they really want to work with landowners?

A. We do.

Q. Okay. Does Texas -- and did you say in an affidavit that you don't even have to give notice before you can survey?

A. I'm not aware of that.

Q. You don't remember what you swore to? Do you believe that, sir? Because you signed an affidavit that said Texas Central doesn't even have to give notice before they survey.

MR. NEBLETT: I'm going to object that that is a legal question. The question --

MR. BECKHAM: No, no. He swore to it --

MR. NEBLETT: No.

MR. BECKHAM: -- in the affidavit.

MR. NEBLETT: No, he swore to the facts that were contained in the petition. There were legal arguments that were also made and legal references that were also made in the petition, one of which is that, the question of whether we have to give legal notice or not.

MR. BECKHAM: Well, if his lawyer sloppily

Page 120

had him swear to legal points, he gets to answer on them.

MR. NEBLETT: No, no, no, let me finish.

MR. BECKHAM: Uh-huh.

MR. NEBLETT: We get to make references to legal arguments in the petition, and Mr. McCabe is not swearing to legal arguments, one of which is whether or not notice has to be given to the landowner before they enter the property. That's a legal question.

Q. (By Mr. Beckham) Does Texas Central take the position that it is not required to provide notice to landowners or seek permission for surveying?

MR. NEBLETT: I'm going to object to the extent that that asks for a legal conclusion, and if you answer, Mr. McCabe, I'm going to instruct you not to answer as a legal opinion, but you are -- I'm going to allow you to give your understanding if you have one.

Q. (By Mr. Beckham) Well, you did sign a verification that the factual statements are true and correct, right?

A. Yes.

Q. Okay. And --

MR. NEBLETT: It's not a factual statement.

Q. (By Mr. Beckham) -- one of the factual

Page 121

statements is that TCRI has an absolute statutory right.
MR. NEBLETT: That's not a factual statement. I'm going to object. Mischaracterization.
Q. (By Mr. Beckham) All right. And that TCRI is not required to provide notice to landowners. Is TCRI taking the position that it does not have to -- let me just make sure that I've read this correctly. Right here, "Under the law, TCRI is not required to provide notice to landowners or to seek permission for surveying." Did I read that correctly?
MR. NEBLETT: You can answer whether he read it correctly.
A. Yes, you read it correctly.
Q. (By Mr. Beckham) Okay. And is that the position that TCRI is taking, that it doesn't have to provide any notice to landowners?
MR. NEBLETT: I'm going object to the extent that that asks for a legal answer from Mr. McCabe.
Mr. McCabe, I'm instructing you not to give any legal opinions with regard to that.
Q. (By Mr. Beckham) And but let me just ask you this: This says that TCRI doesn't have to seek permission for surveying.
MR. NEBLETT: Again, I'm going to --

Page 122

MR. BECKHAM: You can call it legal, Robert, it's just wrong.
MR. NEBLETT: It's not wrong. That's what -- that's an issue of law.
MR. BECKHAM: Nobody has to seek permission?
MR. NEBLETT: That's an issue of law.
MR. BECKHAM: You never have to?
MR. NEBLETT: We do have the absolute right to go on a survey --
MR. BECKHAM: No, no, you said you don't have to seek permission.
MR. NEBLETT: Or --
MR. BECKHAM: How do get a TRO without seeking permission?
MR. NEBLETT: Let me finish. Let me finish. If you're going to -- if you're going talk to me, you're going to let me finish my sentence, okay?
MR. BECKHAM: All right.
MR. NEBLETT: So that's a legal position that we believe is correct. We stated it in our petition. And if you don't agree with it, that's fine. But it is a legal position on whether we have the right to go in there without seeking permission from the landowner. We're choosing not to do it that way. We're

Page 123

choosing to seek permission from the landowner. But the position you're asking --
MR. BECKHAM: Or give them three days' notice.
MR. NEBLETT: The position you're asking Mr. McCabe for is a legal position, and you know it.
MR. BECKHAM: There -- it's a mixed question, Robert, it just is.
MR. NEBLETT: It's not a mixed question, it's a legal position.
Q. (By Mr. Beckham) Do you think -- certainly TCRI has taken a factual position that we're going to be fair with landowners, right?
A. Correct.
Q. And is -- is taking a position that they don't even have to seek permission, does that sound fair to you?
MR. NEBLETT: Objection, form. Are you asking him as a corporate rep or are you asking him personally?
MR. BECKHAM: Corporate rep.
A. Our practices are to give notice and --
Q. (By Mr. Beckham) That's not what I asked you.
A. You think it's fair for what?
Q. To take the position that you don't even have

Page 124

to seek permission?
A. We don't operate that way.
Q. All right. And -- okay. So back on Exhibit 6, the factual things that TCRI had to perform to acquire eminent domain, you've told me two things so far: Incorporate and amend your corporate purpose. Is there anything else factually that you had to do?
A. Registered with the Secretary of State.
Q. Okay. And they -- you did that on December 25th, 2012?
A. Approximately, I believe that to be.
MR. BECKHAM: Okay. Patrick, can you give us that document?
MR. MCSHAN: Which one?
MR. BECKHAM: The December 2012 registration.
MR. MCSHAN: I think it's --
MR. BECKHAM: It's that letter. It's the letter from the law firm. It's right here. This letter.
MR. MCSHAN: Are you talking about the corporate registration or the registration with the comptroller?
MR. BECKHAM: This.
Q. (By Mr. Beckham) When you said "register," who

Page 125

did you mean register with?
A. The comptroller.
Q. Okay.
A. I think I said the Secretary of State. I meant the Comptroller.
Q. So Patrick gets an assist on that one?
A. He does.
Q. Thank you.
A. Thank you.
MR. MCSHAN: Here you go.
Q. (By Mr. Beckham) So as -- as T -- as Texas Central and its affiliates understand the law, there's a factual requirement of a registration in order to get eminent domain?
A. Correct.
Q. And have you -- have you reviewed the law on that or read the statute?
A. No.
MR. NEBLETT: I'm going to object to the extent that asks for a legal opinion and ask Mr. McCabe not to answer on any legal opinions.
MR. BECKHAM: He can't tell me if he read the statute? That was the question.
MR. NEBLETT: Well, you were blending that in with an interpretation of the statute.

Page 126

MR. BECKHAM: I said, have you read the law on that or read the statute?
MR. DOW: The question before that or the statement before that.
MR. BECKHAM: Oh, he already answered that.
Q. (By Mr. Beckham) Do you know what statutes Texas Central is seeking eminent domain under?
A. Generally.
Q. Okay. Is it 112 and 131 of the Texas Transportation Code?
A. I believe so.
Q. Okay.
MR. BECKHAM: And what's our next exhibit number? 7, I guess.
(Exhibit 7 marked for identification.)
Q. (By Mr. Beckham) And are you familiar with Exhibit 7?
MR. BECKHAM: Did you give him a copy?
MR. NEBLETT: Is this Number 7?
MR. MCSHAN: I believe so.
MR. NEBLETT: Is that the Crady Jewett letter?
MR. BECKHAM: Yeah.
Q. (By Mr. Beckham) Did you review that in

Page 127

preparation for your deposition?
A. I did.
Q. Okay. And are you aware that Texas Central failed to register under Section 131?
A. No, I'm not aware of that.
MR. NEBLETT: Object to the form.
Q. (By Mr. Beckham) Well, have you read the letter?
MR. NEBLETT: Objection, form.
Q. (By Mr. Beckham) Have you read the letter, sir?
A. I have.
Q. And you're telling me today is the first day in the history of your life that you knew that the December 26, 2012, letter failed to mention Section 131?
A. That's correct.
Q. Okay. And Texas Central, you as the corporate rep, Texas Central is likewise unaware that the required statutory registration failed to include Section 131?
MR. NEBLETT: I'm going to object as to form, and I'm going to object that to the extent that that asks for any legal conclusion about what Texas Central otherwise knew or didn't know regarding statutory compliance would be outside of what Mr. McCabe can testify to.
MR. BECKHAM: Come on, Robert, this is a

Page 128

fact: Did Texas Central know they only registered under one statute. This case is about eminent domain.
MR. NEBLETT: I'll let you ask him about this. You started asking about other people who aren't here.
MR. BECKHAM: He is everyone that's not here. He is the corporation.
MR. NEBLETT: He's the corporate rep.
MR. BECKHAM: That's right.
Q. (By Mr. Beckham) So did the corporation know it did not register under Section 131?
A. I don't know.
Q. Okay. Who would know that, sir, so I can take the right person's deposition?
A. I'll get back to you.
Q. Well, tell me who you think would know.
A. Perhaps --
MR. NEBLETT: You know, don't -- objection, form. And if you --
MR. BECKHAM: So on the most crucial issue in this case, the corporate rep doesn't know and you won't let him tell who might know, really?
MR. NEBLETT: I'm telling you that you're -- he's obviously told you he doesn't know, and you're asking him to speculate.

Page 129

MR. BECKHAM: I want to know why he doesn't know. They don't even know what they registered for.

MR. NEBLETT: Well, you can ask about him that.

MR. BECKHAM: Okay.

Q. (By Mr. Beckham) And you know the statute says if you don't register, if your formed before the end of 2012, if you don't register, your eminent domain authority expires, right? You've read that statute.

MR. NEBLETT: Objection to the extent that seeks a legal question.

Q. (By Mr. Beckham) You can answer.

A. I recall that conversation.

Q. Okay. So TCRI intended in Exhibit 7 to list every statute under which it had eminent domain, right?

A. Can you repeat the question?

Q. TCRI intended under Exhibit 7 to list all of the statutes under which it had eminent domain authority?

MR. NEBLETT: Objection, form.

Q. (By Mr. Beckham) Or were they trying to hide some of it from the State?

MR. NEBLETT: Objection, form. And it assumes -- well, objection, form.

Page 130

A. We're not trying to hide anything.

Q. (By Mr. Beckham) Okay. So TCRI's absolute intention was to list all statutes under which it had eminent domain authority, right?

MR. NEBLETT: Objection, form. And to the extent that that seeks a legal answer, I'm going to instruct the witness not to answer.

MR. BECKHAM: I just asked what the intention was. Don't ask -- don't need anything legal.

MR. NEBLETT: Well, your question assumes that he's -- they're required to assert every source of eminent domain authority in the letter, and so it's objectionable.

Q. (By Mr. Beckham) Was TCRI being transparent and telling the State everything?

MR. NEBLETT: Objection, form.

Q. (By Mr. Beckham) Or were they limiting it for a reason?

MR. NEBLETT: Objection, form.

A. I'm not aware of -- I'm not aware of an intent to limit or to be all inclusive.

Q. (By Mr. Beckham) So the corporation just doesn't know what it was trying to do on Exhibit 7, is that your answer?

MR. NEBLETT: Objection, form.

Page 131

A. I answered earlier I don't know.

Q. (By Mr. Beckham) You don't know what?

A. What you just said.

Q. So the -- you, as the corporate rep, does not know what the corporation intended with Exhibit 7; is that right?

A. Between listing them both or listing one.

Q. Okay. Well, you know this: In -- before 12-31-2012, TCRI never registered its authority under 131 of the Transportation Code, true?

A. True.

Q. Okay. And have you seen -- have you looked at the Transportation Code, Section 112, Section 81? Have you looked at the Transportation Code?

A. I have. I don't have great familiarity with it.

Q. Okay.

MR. BECKHAM: Go ahead and hand -- Patrick, hand him a copy.

(Exhibit 8 marked for identification.)

Q. (By Mr. Beckham) Okay. So you verified in the petition that TCRI as a railroad company is entitled to make an examination of survey. Do you remember that?

A. Yes.

Q. Okay. And do you see where that Section 112 of

Page 132

the Texas Transportation Code that I've handed you in Exhibit 8?

MR. NEBLETT: Which page are we on, Blake?

MR. BECKHAM: Second page.

A. May I?

Q. (By Mr. Beckham) Sure.

A. Okay.

Q. Okay. Has the company ever looked at -- what's the term I circled right there, a railroad company?

A. Railroad company.

Q. Has the -- the company certainly agrees that it has to be a railroad company to take advantage of that survey power, right?

A. Absolutely, and we are a railroad company.

Q. Okay. And is there a definition in the statutes for what a railroad company is?

A. I'm not aware of it.

Q. Okay. Why do you think you're a railroad company? Do you own a railroad?

A. Let me -- which question you want me to answer?

Q. Does -- does Texas Central own a railroad?

A. We do not -- how do you define a railroad?

Q. Well, that would be tracks and cars. How do you define a railroad? As an idea that's $18 billion away from funding?

Page 133

A. We are a railroad, and let me walk you through it.

Q. Sir, let me ask you this: Do you own a railroad, "yes" or "no"?

A. Can I finish my answer?

Q. Do -- no, I didn't ask you what you are. I said do you own one.

MR. NEBLETT: You asked him --

Q. (By Mr. Beckham) Do you own --

A. You want to go back and read that?

Q. -- a railroad? I'll withdraw the question.

Does Texas Central, TCRI, own a railroad, "yes" or "no"?

MR. NEBLETT: He doesn't have to answer it "yes" or "no". Answer it to the best of your ability, Mr. McCabe.

A. Do we own a railroad?

Q. (By Mr. Beckham) Yes.

A. Yes, we do.

Q. Okay. Where is that railroad?

A. It doesn't have physical form.

Q. Okay. It hasn't been paid for, right?

A. In part it has.

Q. What's been paid for? Has one piece --

A. All of the engineering, all of the work on the

Page 134

rules with the Federal Railroad Administration for rules for running a railroad.

Q. You're not even close to finished with that. And you're saying all the engineering is done?

A. You interrupted me. I hadn't finished my answer.

Q. Well, when people say things that aren't true, I get to interrupt them.

MR. NEBLETT: No, you don't.

MR. BECKHAM: Yeah, you've never interrupted a witness?

MR. NEBLETT: I'm not saying I haven't.

MR. BECKHAM: Okay, good.

MR. NEBLETT: But it would be improper if I had. And so you're going to let him finish the answers.

MR. BECKHAM: Well, I'll withdraw the question.

Q. (By Mr. Beckham) So, sir --

MR. NEBLETT: No, you don't get to withdraw the question.

MR. BECKHAM: I can withdraw any question I want to, absolutely, I can.

MR. NEBLETT: Not when he's in the middle of the answer.

Page 135

Q. (By Mr. Beckham) So are you telling the judge in Leon County that if the house isn't built but you paid for the plans, you own a house?

MR. NEBLETT: Wait. State the --

A. That's speculation.

MR. NEBLETT: Restate the question, please.

A. That's a hypothetical.

Q. (By Mr. Beckham) Okay. Are you telling the judge in Leon County that if you have paid for the plans but you hadn't bought one 2-by-4 yet, you actually own a house?

A. No.

Q. Okay. But you are telling the judge that since you've paid for the plans, we hadn't bought one cross tie or one spike, that you -- that TCRI currently owns a railroad, true?

MR. NEBLETT: Objection, form.

A. We do not own a railroad.

Q. (By Mr. Beckham) You already said you did. Now you said it both ways.

A. We are a railroad.

Q. No, I'm asking you what you own. Does TCRI --

A. We own --

Q. Does TCRI own a railroad?

Page 136

MR. NEBLETT: Mr. Beckman, let him finish the answer. You don't get to not let him finish the answer when you don't like the answer.

A. Has --

Q. (By Mr. Beckham) It's yes, no or I don't know, it really is.

A. Yes, we own a railroad.

Q. Okay. Okay.

A. We don't have physical land, land compiled for the railroad or tracks. We've taken -- undertaken all of the studies, tens of millions of dollars in both the engineering, the regulatory clearance process, the rule -- developing rules in collaboration with the railroad administration, all of the activities operating railroads undergo in order to initiate a service.

Q. So you even though you haven't paid for it, you own a railroad?

A. We've paid for all of that.

Q. I thought you --

A. Tens of millions.

Q. I thought the newspaper said that the engineering firms made in kind donations or contributions.

A. We have some that do.

Q. Okay. So you didn't pay for that?

Page 137

A. We paid over $50 million of engineering to date of cash-out money.

Q. Okay. So if you paid for the plans for a house, do you own a house?

A. No.

Q. Okay. But you say since we've paid for the plan for the railroad, we own a railroad?

A. I'm not drawing that same distinction, no.

Q. Well, I'm -- so does Texas Central own a railroad or not?

A. We --

MR. NEBLETT: Objection, form.

A. We are a railroad company --

Q. (By Mr. Beckham) I understand you say you're --

A. -- by way of what we --

Q. -- a railroad --

MR. NEBLETT: You know what, he gets to finish his answer.

MR. BECKHAM: That's not what -- that's not what I'm asking him.

MR. NEBLETT: You don't get to stop him when he's in the middle of an answer --

MR. BECKHAM: He's Obama.

MR. NEBLETT: -- that you don't like. He gets to finish his answer.

Page 138

MR. BECKHAM: Have him answer once and I'll move on.

MR. NEBLETT: You've been doing it all day long. Let him finish his answer.

MR. BECKHAM: Hey, put your finger up and quit wagging it at me.

MR. NEBLETT: No, no, you don't get to --

MR. BECKHAM: You don't to wag your finger at me.

MR. NEBLETT: All right. I take my finger below the table.

MR. BECKHAM: Okay, good.

Q. (By Mr. Beckham) Sir, let me ask you --

MR. NEBLETT: He gets to finish his answer.

Q. (By Mr. Beckham) Let me make it clear: I don't want to know if you're a railroad company, you've told me that, okay? I understand you said that. That's not my answer. So if you start your answer with "I'm a railroad company," you're not answering my question. Do you understand the rule here?

MR. NEBLETT: Except that you did ask him that at one time.

MR. BECKHAM: Well, I know, but he doesn't get to answer it 75 times in a row.

Page 139

MR. NEBLETT: Well, you didn't like the answer.

Q. (By Mr. Beckham) All I want to know is: Are you really saying under oath that Texas Central Railway and Infrastructure already owns a railroad?

MR. NEBLETT: Objection, form.

A. It's how you define it.

Q. (By Mr. Beckham) Well, just say "yes" or "no," then I'll ask you how you define it.

A. I'm asking you to define the question to me. It's unclear.

(Exhibit 9 marked for identification.)

Q. (By Mr. Beckham) Okay. I won't define it, I'll let Merriam-Webster define it. Merriam-Webster says a railroad is a system of tracks on which trains travel. Does Texas Central own that?

A. We don't own physical tracks.

Q. Okay. It also says a company that owns and operates trains. Does Texas Central own any trains?

A. We do not.

Q. Okay. So under the standard dictionary definition, of which I think the judge could understand, and you're looking at Exhibit 9, I just want you to read it. You trust Merriam Webster?

A. Yes.

Page 140

Q. Okay. It says --

MR. NEBLETT: Was there a pending question?

MR. BECKHAM: Yes.

Q. (By Mr. Beckham) Does Texas Central, TCRI, own a railroad?

A. It'll take me a moment in reading the full definition of railroad. (Reading.) We are not a railroad --

Q. Okay.

A. -- under the Merriam-Webster definition --

Q. Okay. So TCRI --

A. -- as in owning -- as in owning a railroad.

Q. TCRI is not a railroad under the Merriam-Webster definition, right?

MR. NEBLETT: I'm going to object to the question to the extent that it is misleading. I'm going to object as to form. And I'm going to object to the extent that it seeks a legal opinion about a railroad. Merriam-Webster does not define what is a railroad --

Q. (By Mr. Beckham) You can answer the question.

MR. NEBLETT: -- under Texas law.

A. Can you repeat the question?

Q. (By Mr. Beckham) Yes. Under a simple dictionary definition, TCRI is not a railroad?

Page 141

MR. NEBLETT: I'm going to object to the -- to the question on the basis that it seeks a legal conclusion, and it is misleading, so I'm objecting as to form. And subject to that, to the extent you think you can answer in nonlegal aspect of that, I'm going to allow him to -- the answer to go forward.

A. We believe we're a railroad.

Q. (By Mr. Beckham) Under the simple -- under that dictionary definition, you believe you're a railroad? That's what I asked you. So are you being an obstructive on purpose?

MR. NEBLETT: Don't answer that question.

MR. BECKHAM: Well, I asked him under a dictionary definition.

MR. NEBLETT: The dictionary --

MR. BECKHAM: Because I can call myself a pink unicorn and I can just believe it. I'm asking -- the question was very clear under this definition, you can take him on redirect and say under other definitions he is, but I do -- this is cross-examination, Robert. You know I can answer a dictionary definition question.

MR. NEBLETT: Yeah, but it's very misleading because --

MR. BECKHAM: It's not very misleading.

MR. NEBLETT: Because you're intertwining

Page 142

that with a definition of railroad that we know is different under Texas law.

MR. BECKHAM: Well, you can make that objection at the hearing. I get to ask this question.

MR. NEBLETT: And I get to object to it, because --

MR. BECKHAM: Right. But he doesn't get to answer --

MR. NEBLETT: -- it's --

MR. BECKHAM: -- a different question. He gets to answer it.

Q. (By Mr. Beckham) Sir, under Exhibit 9, does Texas Central Railway Infrastructure, TCRI, own a railroad?

A. Under this definition, no.

Q. Okay. And --

THE WITNESS: Can we take a break?

MR. BECKHAM: Sure.

THE VIDEOGRAPHER: It's 2:14. We're off the record.

(Recess.)

THE VIDEOGRAPHER: It's 2:35. This is the beginning of tape Number 4. We're on the record.

Q. (By Mr. Beckham) Back on the record. All right. Have you -- we were looking at 112 where it

Page 143

talks about railroad company. Has Texas Central ever looked at the statutory definition of a railroad company?

A. Yes, we have.

Q. Okay. Now, you said earlier, "We believe we're a railroad company," but let's -- let's look at Section 81, which is the statutory definition. Under Number 1, was Texas Central incorporated before September 1st, 2007, TCRI?

MR. NEBLETT: I don't have that. Oh, I beg your pardon, okay.

MR. BECKHAM: Yeah.

A. Where are you?

Q. (By Mr. Beckham) 81.002, the definition of railroad company.

A. No, we were not incorporated before September 1, 2007.

Q. Okay. And we know that Texas Central right now isn't operating a railroad because no railroad exists, right?

A. We're operating a railroad.

Q. Okay. Well, let's go back. You've already admitted you don't own a railroad, right? Texas Central does not own a railroad?

A. That's correct.

Page 144

Q. Okay.

A. We do operate a railroad.

Q. Well, I didn't ask you that. See, so you're doing the skittering thing where you're trying to jab your words in.

A. Well, I thought you were parsing the -- some of the language out itself about --

Q. Does Texas Central own a railroad?

A. We operate a railroad. No, we do not own a railroad.

Q. Okay. Does Texas Central have a contract with some other company to operate a railroad?

A. No, we do not.

Q. Okay. So when you say Texas Central, and I'm -- I'm including everybody right now, all the affiliates -- when you say Texas Central operates a railroad, that's how Texas Central believes it fits into the Section 81 statutory definition there at Exhibit 8, right?

MR. NEBLETT: To the extent that that seeks a legal opinion, I'm going to instruct the witness not to answer. But you may otherwise answer as to your understanding on a factual basis, Mr. McCabe.

A. We believe we're operating a railroad as a result of all the actions that we take.

Page 145

Q. (By Mr. Beckham) Okay. And you're certainly planning a railroad, right?
A. Correct.
Q. Planning is different from operating, isn't it? Standard dictionary definition.
A. Can be.
Q. Okay. And you're promoting a railroad, right?
A. Correct.
Q. Okay. Well, it's yet to be seen whether or not you can get between 12 and $18 billion in investment, right?
A. That's correct.
Q. Okay. And so if the investors never invest, then we all can agree it's not a railroad --
MR. NEBLETT: I'm going to object.
Q. (By Mr. Beckham) -- because it never got built, right?
MR. NEBLETT: I'm going to object to form, and I'm going to object to the extent that that asks for a legal opinion and instruct the witness not to give any legal opinions with regard to it.
MR. BECKHAM: Yeah, I'm not asking any legal. I can stipulate I'm not asking for any legal opinions.
Q. (By Mr. Beckham) So just factually, common

Page 146

sense, dictionary definition: If you never got -- get the money to build the railroad, then there was never a railroad?
MR. NEBLETT: I'm going --
A. I disagree.
Q. (By Mr. Beckham) Okay.
MR. NEBLETT: I'm going to object as to form.
Q. (By Mr. Beckham) So you believe, the company believes, Texas Central believes, an unbuilt railroad is a railroad?
MR. NEBLETT: I'm going to object to form, and I'm going to object to the extent that that asks for a legal question and instruct the witness not to respond to the legal questions.
Q. (By Mr. Beckham) You can answer the factual part of it.
A. We believe we're operating a railroad.
Q. That's not what I asked you. What I asked you is --
MR. BECKHAM: And you don't have to repeat your objection, Counsel, it stands.
Q. (By Mr. Beckham) Texas Central believes that if it never raises the money to build a railroad, then a railroad still existed?

Page 147

MR. NEBLETT: I'm going -- I'm going to object that that asks for a legal opinion.
MR. BECKHAM: You already made those objections, and I said it could stand. You're kind of littering the record. I'm trying to hurry up.
MR. NEBLETT: Yeah, I know, but the way you're framing that question is not simply a factual --
MR. BECKHAM: I didn't ask you to explain it.
MR. NEBLETT: Yeah, but I -- but all right. I'm instructing the witness not to answer, because I think it's a legal basis.
MR. BECKHAM: On what basis?
MR. NEBLETT: Because it's a legal question.
Q. (By Mr. Beckham) So I'm going to ask it again. I think your attorney is saying it's legal and I just can't believe that. If a railroad is never built, you believe there's a railroad, true?
MR. NEBLETT: I'm going to instruct the witness not to answer because it's a legal question and leads to a -- it's a question that also that requires a misleading answer as to what is a railroad under Texas law.
Q. (By Mr. Beckham) Well, what is a railroad under

Page 148

Texas law?
MR. NEBLETT: We're not going to answer those kinds of questions.
MR. BECKHAM: We're looking at the definition.
MR. NEBLETT: Legal. We're not going to do legal questions and legal answers.
Q. (By Mr. Beckham) Okay. Sir, you agree that currently, if we use Merriam-Webster as to what a railroad is, no one is operating a railroad.
A. We are operating a railroad.
Q. Okay. I asked you: Where is the railroad, sir?
A. And I've given that answer, I thought.
Q. It doesn't exit, right?
MR. NEBLETT: Objection, form.
A. It does exist.
Q. (By Mr. Beckham) Where are the tracks and trains, sir? They don't exist, right?
A. We are taking --
MR. NEBLETT: Objection, form.
A. We are taking all of the activities and engaging in all of the dialogue that one undergoes to operate and as an operating railroad.
Q. (By Mr. Beckham) I know you're trying to.

Page 149

Okay? You're trying to operate a railroad. But, sir, don't you have to have, if you're going to operate a machine, don't you have to have a machine?

MR. NEBLETT: Objection, form. This is becoming argumentative.

Q. (By Mr. Beckham) Explain how you can operate a railroad if no railroad has ever been built?

A. Engage in the activities commensurate with the project, such as work with the FRA Office of Safety on agreeing what our rules would be on, when we physically operate what that will consist of.

Q. Could that be called planning?

A. It could.

Q. Okay. So are you telling the court that planning and operating are synonyms?

A. No.

Q. Okay. Could -- could the activities of TCRI be called preliminary activities?

MR. NEBLETT: Objection, form.

A. That's speculative. Depends on your definition of what's preliminary or not.

Q. (By Mr. Beckham) Well, preliminary --

A. We call --

Q. -- means before, isn't it?

A. We call it as an operating.

Page 150

Q. Doesn't -- doesn't preliminary mean before? Do you really have to speculate on that?

A. One can call it preliminary activity. I call it an activity that we undertake as an operating railroad to get --

Q. Okay. Before you build a railroad, you have to plan it, right?

A. That's correct.

Q. Before you -- before you can operate a railroad, you have to build it, right?

A. I disagree.

Q. Okay. And so what you're saying is a railroad is the same thing as a company that hopes one day to own a railroad?

MR. NEBLETT: Objection, form, and I'm --

A. No, I'm not saying that.

Q. (By Mr. Beckham) Okay. So can we -- is there a difference between a railroad, is there a common parlance that a railroad means tracks and trains, it's something physical?

MR. NEBLETT: Objection, form.

A. I'll go back to the Merriam-Webster dictionary that you provided me earlier --

Q. (By Mr. Beckham) All right.

A. -- and say at -- on point 2, a company that

Page 151

owns and operates trains. We operate a railroad.

Q. You don't own --

A. We don't --

Q. No, hold on --

A. -- have physical trains.

Q. No, no, stay with that.

A. Yeah.

Q. Do you own trains?

A. Not currently.

Q. Do you operate trains?

A. We're setting rules -- yes, in part. No, we don't physically have trains --

Q. You don't have any to operate.

MR. NEBLETT: Wait, wait, he didn't finish his answer.

A. We don't have the physical trains. We are making commitments on how those trains will run. That's operating a train. With this committing to what the service is with regard to what the Federal Railroad Administration Office of Safety to approve what that operating schedule is and how we will operate.

Q. Sir, you don't even have a contract to buy a train yet, right?

MR. NEBLETT: Objection, form.

A. Correct.

Page 152

Q. (By Mr. Beckham) You don't have the money in the bank to buy one train, much less 15?

MR. NEBLETT: I'm going to object to form. But I'll instruct you not to answer because we're not providing a witness for that testimony.

Q. (By Mr. Beckham) When did Texas Central begin to operate this nonphysical railroad?

MR. NEBLETT: Objection, form.

MR. BECKHAM: What's the objection?

MR. NEBLETT: Nonphysical is misleading.

MR. BECKHAM: That's what he said. It hadn't taken a physical form yet.

MR. NEBLETT: But you just --

MR. BECKHAM: That was his words.

MR. NEBLETT: You're defining it as a nonphysical railroad.

Q. (By Mr. Beckham) Sir, is it a nonphysical railroad?

MR. NEBLETT: Objection, form.

Q. (By Mr. Beckham) You said it hasn't taken a physical form. That was your sworn testimony.

A. That and also included the other additional words of tracks on the ground.

Q. Well, hold on.

A. You know, when you --

Page 153

Q. A railroad --
A. -- get back to the list -- no, let me finish.
Q. Okay.
A. If we get back to the list here on Exhibit 6, and it says what are the things that we do that provides our belief of why we're an operating railroad --
Q. No, it's why you had eminent domain. So Exhibit 6 has nothing to do with what you just said.
A. Okay. My apologies.
Q. Okay. So you did say that the railroad has not taken a physical form yet, right?
A. Tracks on the ground. I used the word tracks on the ground.
Q. Okay.
A. Correct.
Q. A railroad isn't people, right?
A. In part, no.
Q. Is a railroad people?
A. In part, it is, because by definition with the Federal Railroad Administration --
Q. So a group of people --
A. Let me finish my answer.
Q. Well --
A. With Federal Railroad --
Q. I asked a bad question. I'll withdraw it.

Page 154

Can a group of people with --
A. Well, can I answer the --
Q. -- no tracks and no train be a railroad?
A. Can you repeat it?
MR. NEBLETT: Objection. I want to --
Q. (By Mr. Beckham) Can a group of people --
MR. NEBLETT: Wait a minute. I want to object as to form and I'm going to instruct the witness not to answer because that just leads to a misleading answer.
Q. (By Mr. Beckham) Can a group of people -- right now, Texas -- TCRI has employees working on planning a train, and it has no tracks and no cars, right?
A. Correct.
Q. Okay. So does Texas Central take the position that a group of people working somewhere that has no trains and no tracks can be a railroad?
MR. NEBLETT: I'm going to object to the question. I think it seeks a legal answer. I'm going to instruct the witness not to answer the question.
Q. (By Mr. Beckham) It's a purely factual question.
MR. NEBLETT: No, it was --
Q. (By Mr. Beckham) Are you saying you're a railroad because you have people working on it?

Page 155

MR. BECKHAM: Robert, you're going to have to let me ask these questions or you're not getting any proof in.
MR. NEBLETT: No, I'm not going to let you answer or ask legal questions --
MR. BECKHAM: I know you've never tried a case on the existence of a railroad or not.
MR. NEBLETT: And neither have you.
MR. BECKHAM: I know.
MR. NEBLETT: And so --
MR. BECKHAM: But I've gotten evidence in at hearings but never with these kind of objections.
MR. NEBLETT: These are legal issues and you know they're legal issues.
MR. BECKHAM: No, they're mixed questions of fact and law.
MR. NEBLETT: But you're framing them as legal issues.
MR. BECKHAM: No, I'm not.
MR. NEBLETT: What constitutes a railroad company, you know, is defined by the statute, it is a legal issue. Now, you can ask him certain --
MR. BECKHAM: Okay.
MR. NEBLETT: -- factual components of that, you know, what are you doing to operate a

Page 156

railroad --
MR. BECKHAM: This is crazy obstructionism.
MR. NEBLETT: You're framing the questions to ask for legal questions.
MR. BECKHAM: No, you're just objecting because you have no answer on these points.
MR. NEBLETT: No.
MR. BECKHAM: You don't have a railroad.
MR. NEBLETT: No. I object to that.
MR. BECKHAM: Okay.
Q. (By Mr. Beckham) So Texas Central thinks it can be a railroad without tracks or cars or the money to purchase them, true?
MR. NEBLETT: Objection. And I'm going to instruct the legal -- the witness not to answer --
MR. BECKHAM: Can you say it?
MR. NEBLETT: -- legal -- what?
MR. BECKHAM: You can't even say it.
MR. NEBLETT: What's your problem? I'm making an objection. You're interfering with my objection? Really? I'm going to object and ask the witness not to respond to any legal questions with any legal --
MR. BECKHAM: Answer the factual part of

Page 157

it.
Q. (By Mr. Beckham) Factually, Central Texas says, without a train, without tracks, without the money to buy them, we can still be a railroad, true?
A. True.
Q. Texas Central says without tracks, without rail cars, without any passengers, without the money to build the tracks and the train, we are operating a railroad, true?
MR. NEBLETT: Objection, form, and instruct the witness not to respond with any legal answers to this question.
Q. (By Mr. Beckham) Answer the factual part of it.
MR. NEBLETT: You can say, to my understanding, if you have one, Mr. McCabe.
A. My understanding, our understanding is that -- yes.
Q. (By Mr. Beckham) Okay. And the reason you say that is because Texas Central has spent money planning a railroad, true?
A. True.
Q. And in your mind that equates to operating a railroad, true?
A. In addition, more than just planning.
Q. Okay.

Page 158

A. It's --
Q. Well, you met with the government?
A. Hang on. Let me finish.
MR. NEBLETT: Let him finish his answer.
A. We've developed rules for high-speed rail.
Q. (By Mr. Beckham) What does that mean?
A. Well, I'll walk you through the petition with particular applicability. There are not rules in the U.S. for trains --
Q. I know that.
A. -- above 150 miles an hour, so we've worked for the last two-and-a-half years with the Federal Railroad Administration Office of Safety to develop rules that are technology-specific and corridor-specific and have provided that body of work that was in collaboration with the FRA --
Q. Does that cause --
A. -- which is now -- let me finish. Which is now on the docket for consideration for notice of proposed rule making for rules for our train.
Q. Okay.
A. For operating it.
Q. So does making rules for a nonexistent train make you a railroad?
MR. NEBLETT: Objection, form.

Page 159

A. It's one of the activities, yes.
Q. (By Mr. Beckham) Okay. When was the first day that TCRI was a railroad?
MR. NEBLETT: Objection to the extent that asks for a legal opinion. I'm going to instruct Mr. McCabe --
MR. BECKHAM: Factually.
MR. NEBLETT: -- not to give any legal opinions.
MR. BECKHAM: I don't want a legal opinion. Factually. That's a fact. When were you first a railroad?
MR. NEBLETT: It has a legal question embodied in it and I --
MR. BECKHAM: Oh, good, it's a mixed question of law and fact. Thank you for finally agreeing with me.
MR. NEBLETT: You know what, let me finish my objection, okay?
MR. BECKHAM: Okay.
MR. NEBLETT: Let me finish my objection.
MR. BECKHAM: But don't tell me or this court --
MR. NEBLETT: No, let me finish --
MR. BECKHAM: -- you can't answer this

Page 160

mixed questions of law and fact.
MR. NEBLETT: -- my objection. Let me finish my objection before you're interrupting him and you're interrupting me. Now, I've had enough of it. So just stop interrupting.
MR. BECKHAM: I've had enough of the nonanswers.
MR. NEBLETT: Well, you know what? I'm entitled to object. If you think that we're not answering, you can raise that with the court, but I'm entitled --
MR. BECKHAM: It's mixed questions of law and fact.
MR. NEBLETT: -- to finish my objection --
MR. BECKHAM: You just admitted it --
MR. NEBLETT: -- and he's entitled to finish his answer.
MR. BECKHAM: You did finish it. You stopped talking. It's a mixed question of law and fact.
MR. NEBLETT: It's not a mixed question of law and fact the way you framed it.
MR. BECKHAM: You just said it was. You said it's intertwined.
MR. NEBLETT: And many of the objections, as you've heard, have been to the extent that it is a

Page 161

legal question, I have asked him not to answer.

MR. BECKHAM: All right.

MR. NEBLETT: In those instances, I'm conceding that there may be some factual component of it.

MR. BECKHAM: Good.

Q. (By Mr. Beckham) Factually, when was the first day that TCRI operated a railroad?

A. It's my understanding that when we met the -- when we organized to -- I don't know the -- the first day.

Q. Okay. The first month, when was the first month -- let me back -- strike that.

Since TCRI, as a corporation, does not know the first day that it was a railroad, does TCRI know the first month that it was a railroad?

MR. NEBLETT: Objection to the form of the question.

A. It's my understanding when we -- when we organized TCRI and we filed is we're a railroad because the activities that we had been undertaking in the years prior to that, that then rolled over into TCRI, constitutes those activities consistent with and is an operating railroad.

Q. (By Mr. Beckham) So December 20th, 2012?

Page 162

A. Correct.

Q. Okay. So TCRI believes that on the date of incorporation it was operating a railroad?

A. Not just the date --

MR. NEBLETT: Objection, form, and to the extent that that seeks a legal opinion, I'm going to object.

A. It's our belief that because of our activities that we undertook before the filing or the filing of incorporation as well, all of those activities are consistent with the objective -- pursuing the business objective of bringing the Shinkansen system to Texas, so --

Q. (By Mr. Beckham) Then New Magellan is a railroad?

A. I wouldn't know.

Q. Well, wait, you worked at New Magellan, and New Magellan did everything before December 20th, 2012. There was no TCRI. True?

A. There's no -- that's correct.

Q. Okay. So you're saying all the -- and is New Magellan a hedge fund? What do you call them?

A. Consulting company.

Q. Okay. So all of the activities the consulting company did would make the consulting company a railroad as well?

Page 163

A. Not necessarily.

Q. In fact, the company didn't even have money to pay your salary, the consulting company had to pay it, right?

A. I don't understand and --

MR. NEBLETT: Are you asking him personally or as a corporate representative about that?

Q. (By Mr. Beckham) Well, you already told me that New Magellan paid your salary through 2015, right?

A. That's correct.

Q. Okay. And so if the activities -- you just said earlier that the activities of the consultant prior to incorporation made TCRI a railroad company on the date of incorporation, true?

MR. NEBLETT: Objection, form.

A. It's the collection of activities --

Q. (By Mr. Beckham) Is that true that you said that?

A. Yes.

Q. Okay.

A. I didn't say it -- wait, let me back up. I didn't say it made it happen on that day. On that day was a recognition, in our minds, of the collection of activities that we undertook and our --

Page 164

Q. Let's don't use "we".

A. -- continuing --

Q. Let's don't use "we".

A. -- the company, Texas Central undertook.

Q. Texas Central didn't undertake anything before it was formed, that's impossible, you agree with that, right?

A. The body of work was transferred over to TCRI.

Q. Where is that contract?

A. I don't have it with me.

Q. Is there a contract that says that?

A. There is.

Q. Is there a contract between Texas Central Partners and TCRR for TCRR to operate the railroad?

A. I'm not aware of exactly what the different contract language is between the entities, as we previously discussed what the objective of TCRI and TCRR is, in addition with the discussions with our other partners of TCRI, meaning, Virgin Trains and the design build entities, I'm not current as to what the contract language exists since it's been in negotiation with some of the activities as we progress the railroad.

Q. Well, you said the contracts aren't signed yet, so they're just draft contracts, right?

A. Which contract?

Page 165

Q. Well, with Virgin Train.
A. We have a contract with Virgin Trains.
Q. Who is "we"? Don't use "we".
A. I -- it's unclear to me whether the contract is with TCP or TCRI. I believe it to be TCRI.
Q. What do you mean, it's unclear? You can read it and you don't know?
A. I haven't reviewed it lately.
Q. Okay. And do you believe there are contracts in existence between TCP and TCRI as to what TCRI is supposed to do?
MR. NEBLETT: Objection, form.
A. Yes.
MR. BECKHAM: What's the objection?
MR. NEBLETT: Speculation.
MR. BECKHAM: Speculate whether or not there's a contract?
MR. NEBLETT: You asked "Do you believe."
MR. BECKHAM: Okay.
Q. (By Mr. Beckham) And do you -- is there a contract between TCP and TCRR?
A. Similar to TCRI, I'm not current on what that looks like today.
Q. You think there is a contract?
A. Or at least a designation of responsibilities.

Page 166

Q. Okay. Who would know more about those things?
A. Tim Keith, president.
Q. Okay.
MR. BECKHAM: All right. We're going to be needing his deposition.
Q. (By Mr. Beckham) Other than the consultants' work prior to December 20th of 2012, are there any other facts that TCRI claims made them a railroad as of December 20th, 2012?
A. Yes.
Q. What?
A. We've engaged world-class engineering team as part of our effort.
Q. Who is "we"?
A. Texas Central.
Q. Well, Texas Central didn't exist before that date so --
A. Okay.
Q. Is it before December 20th, 2012?
A. Yes. Texas -- Texas Central Railway existed.
Q. TCRR?
A. No, TCR, which is the promotional name. We talked about that at the beginning.
Q. Okay. When was the promoter, Texas -- let me see here.

Page 167

A. I don't recall when they were incorporated. That's the first entity who -- and that was tasked with promotion.
Q. Okay.
MR. MCSHAN: I think he's talking about this one.
Q. (By Mr. Beckham) You're talking about Texas Central High-Speed Railway LLC?
A. Correct.
Q. Okay. That's not what you said earlier. Kind of hard to keep up with all the names, isn't it?
A. It can be.
Q. What does Texas Central High-Speed Railway LLC do?
A. It was engaged to promote the high-speed project as well as to initiate the work for route -- corridor selection, route selection, environmental clearances.
Q. Okay. And it's not finished promoting yet, is it?
A. Well, I don't know what you mean by that.
Q. You don't understand the word "finish" or you don't understand the word "promoting"?
A. When you're -- I understand what both those mean, but in the context of it's not finished promoting "it", what, the project?
Q. The railroad. You haven't raised money from the investors, right?
A. TC -- TCR has not -- does not raise money from investors.
Q. Well, Texas Central High-Speed Railway LLC is still promoting the project, right?
A. They are.
Q. Okay. What entity is promoting the project to investors?
A. TCP.
Q. Texas Central Partners?
A. Correct.
Q. Okay. So Texas Central Partners hasn't finished promoting -- trying to raise the money?
A. That's correct.
Q. -- to build it, right?
A. (Witness nods head yes.)
Q. And there -- and none of the Texas Central entities have any final rulings from any federal regulatory bodies on any point whatsoever, true?
A. That's true.
MR. NEBLETT: Objection, form.
Q. (By Mr. Beckham) When is the draft environmental statement going to be ready?

Page 169

A. I believe it will be October of this year.

Q. Okay. So the --

MR. MCSHAN: March 31, 2010.

Q. (By Mr. Beckham) Okay. So Texas Central High-Speed Railway was filed or organized on March 31, 2010; is that right?

A. I -- I'll take your word at it.

Q. And that entity never has contended that it has eminent domain authority, true?

A. That's correct.

Q. Okay. Back on Exhibit 6, I think I got off -- got us off the track. I'd asked Texas Central, TCRI's corporate rep, you, what are the facts that TCRI has to perform to acquire eminent domain. So you've listed incorporated, Number 1. Number 2, amend the corporate purpose. Number 3, registration with the Comptroller. Are there any other facts that you know of that TCRI must perform to acquire eminent domain?

A. It's my understanding that it's our -- in conjunction with our activities, that -- that we, as we pursue the project, and the design and engineering and negotiation with landowners, et cetera, is -- constitutes that operating railroad. So in conjunction --

Q. This is eminent domain. You're off on the

Page 170

wrong question.

A. I'm on --

MR. NEBLETT: Let him finish his answer.

MR. BECKHAM: Well, he just realized he was confused and answered the wrong question.

MR. NEBLETT: Well, but -- okay, but he needs to be able to finish his answer, and I'm going to object --

MR. BECKHAM: Well, you know, sometimes when a witness -- it's a long hard day, when he's confused, I'm going to let him know he's answering the wrong question.

MR. NEBLETT: No. You -- sometimes you don't like his answer and you interrupt him.

MR. BECKHAM: That was other times when I did that. This one I was really just -- he was answering about operating a railroad.

MR. NEBLETT: Well --

Q. (By Mr. Beckham) So I'm going to focus you on what facts --

MR. NEBLETT: I'm going to insist that he be allowed to answer --

MR. BECKHAM: Good. He's being asked the same question right now.

Q. (By Mr. Beckham) You were telling me earlier

Page 171

the list of facts, as we show on Exhibit 6, what facts must TCRI perform to acquire eminent domain, and you listed three. Are there any others? For example, is working with landowners something that you believe you have to do or not to get eminent domain authority?

A. No. I believe we operate a railroad, an interurban electric railroad.

Q. Okay. So one of the things you have to do is operate one of the two?

A. I don't know that. I'm just giving you my -- my understanding or belief.

Q. I'm asking the corporation rep.

MR. NEBLETT: Go ahead and finish your answer, Mr. McCabe.

MR. BECKHAM: If the corporation doesn't know, then --

MR. NEBLETT: Go ahead and finish your answer, Mr. McCabe.

A. All right. So the -- we -- we believe we're a railroad.

Q. (By Mr. Beckham) That's not what I asked you.

A. Okay.

Q. Let me tell you something: I will not ask you again today if you believe you're a railroad unless I say it loudly.

Page 172

My question is: Exhibit 6, and you've understood the question the other times we've worked on it. I just want to make sure. If the list is finished, fine, tell me that. But what facts must TCRI perform to acquire eminent domain?

MR. NEBLETT: To the extent that that asks for a legal opinion, I'm going to object. You may give your understanding with -- with regard to that, Mr. McCabe.

MR. DOW: He keeps telling you, operating a railroad, you don't write it down --

MR. BECKHAM: He --

MR. DOW: Why don't you give Exhibit 6 to the witness, let him complete it, so you can --

MR. BECKHAM: You can only have one guy talking. You know the rules real well. And I'll write it -- if he says you got to operate a railroad, I'll be happy to write it down. But you don't -- you can't talk.

MR. DOW: My apology.

MR. NEBLETT: He has said that.

A. Operate a railroad.

Q. (By Mr. Beckham) Okay. So one thing you got to do is operate a railroad. Fine.

Okay. So we know the date --

Page 173

A. And we're an electric railroad.
Q. Operate an electric railroad also?
A. Uh-huh.
Q. Or either or?
A. I don't know about either or, I'm just letting you know that we -- we operate a railroad and we also are an electric railroad.
Q. Okay. I'll put also electric railroad. Okay. On Number 1, incorporated, you gave me the date, December 20, 2012. Number 2, amend the corporate purpose, you gave me the date of January 2015. On Number 3, the registration with the Comptroller, we know the date was December 6, 2012, right?
A. Yes.
Q. Okay. Okay. Number 4, operate a railroad, what was the date you accomplished that?
MR. NEBLETT: Objection, form.
A. Are you suggesting we completed that activity?
Q. (By Mr. Beckham) No. When's the date you first began to operate a railroad?
A. It's the date of incorporation because we also at that time transferred over --
Q. Okay. So --
A. -- transferred over the work product that we had --

Page 174

Q. So that's December 20, 2012?
A. That's --
Q. It's in your stack here. Do you want to double-check it? Or do you want --
A. No, I believe that.
Q. Okay. Okay. So are there any other facts -- I want to make sure Exhibit 6 is your complete testimony. Any other facts that TCRI must perform to acquire eminent domain in addition to the four items you've listed?
A. We could do --
MR. NEBLETT: I'm going to object to that the question, it's still a legal question, even though it purports to ask for facts, asks for facts, the factual basis of what must constitute a railroad is still a legal question. So to the extent you think you can answer that, you can give your understanding, Mr. McCabe. Otherwise, I ask that you not give any legal opinions.
A. Okay. I'm not going to give any legal opinions. It's more -- sub bullets under operate a railroad. So we have --
Q. (By Mr. Beckham) May I ask you a question on that --
A. -- Virgin Trains --

Page 175

Q. Are you saying operating a railroad is all the things you've discussed earlier: Hiring engineers, dealing with the federal government, doing the planning and the promoting?
A. That's correct.
Q. Those are the sub bullets?
A. That's correct.
Q. Okay. Then I'll write -- I'll put those in. Okay. I wrote a bullet planning, bullet promoting, bullet hiring engineers to draw plans, and bullet making rules with FRA.
A. We've engaged -- we have an operator of trains.
Q. You have a -- what's that?
A. Virgin Trains.
Q. Okay. So you --
A. As a partner.
Q. When did you sign a contract with Virgin Trains?
A. The first contract was three years ago.
Q. Okay. So Virgin Trains is going to operate the trains?
A. At this juncture.
Q. Okay. So contract with Virgin Trains to operate. Tell me what Virgin Trains is going to do?
A. Operate the train.

Page 176

Q. Well, you said earlier that Texas Central was going to handle the operations. I guess you meant ticket selling, customer service, the revenue side. So the nuts and bolts and grease and safety and security are going to be handled by Virgin Trains?
A. No. It -- the ultimate form of legal relationship could still evolve, but TC --
Q. What does the contract say?
A. Well, as TCRI, by the definition is here as a corporate representative, it includes -- well, if we could get that definition out, it includes partners. Could we get the definition out?
Q. The definition of what?
A. TCRI for purposes of the deposition today.
Q. For the purpose of the deposition, TCRI is only TCRI and its name, predecessor name. Texas Central was the one we used to include everybody.
MR. NEBLETT: No, that's not right.
MR. BECKHAM: Oh. What are we talking about?
MR. NEBLETT: He's talking about on the scope of the deposition.
MR. BECKHAM: Oh.
MR. NEBLETT: The TCRI deposition.
MR. BECKHAM: Well, when you -- Robert,

Page 177

when you say that's not right, the definition I stated is accurate, what the witness and I agreed to, what those words meant today.

MR. NEBLETT: If you want to frame it that way, I --

MR.BECKHAM: Now it was we --

MR. NEBLETT: But he -- he was asking -- he was asking about what it was in the scope -- the deposition notice.

MR. BECKHAM: The deposition notice, okay. Well, let's look at that.

THE WITNESS: So on the --

MR. NEBLETT: Here, I need to look at it.

A. Page 2, Number 1. Could you read that out loud for us since I don't have a copy of it in front of me?

MR. NEBLETT: This is my copy here.

Q. (By Mr. Beckham) In the definitions, TCRI -- no, you or your means, Texas Central Railroad Infrastructure, agent's partners, employees, affiliates, representatives or other persons. So I've been asking you questions -- you remember earlier when we said TCRI means TCRI, right? Do you remember that, sir?

A. I do.

Q. Okay. Now, are you saying that there's -- you know what a partnership is, right?

Page 178

A. In some forms, yes.

Q. Okay.

A. As loose as you and me calling each other partners --

Q. Okay.

A. -- or as formalistic as it could be with a --

Q. -- a legal --

A. -- a legal entity.

Q. And I don't -- I'm not interested in a -- the marketing term of American and British Airways are partnering up or Wal-Mart and Texaco gasoline are, you know, partners. I -- does TCRI have any legal partners?

A. I -- it's -- it's unclear to me exactly from a legal perspective what the -- what the relationships are.

Q. Okay. Well, you know --

A. We have contracts for -- for what we are currently in --

Q. But you know a contract doesn't make somebody a partner in a legal sense?

A. That's true.

Q. That's when you agree to share profits and losses and --

A. That's true.

Q. Okay. And so there are arms' length contracts

Page 179

where TCRI is hiring, in this instance, Virgin Trains to perform the operational function, true?

A. True.

Q. Okay.

A. And -- and/or because it could still evolve, it could be a joint venture, for instance. That's, you know, it's in the development stage of the project.

Q. Okay.

A. So it's --

Q. But --

A. -- unclear.

Q. Texas Central Partners is going to own the train, right?

A. What about if it's financed?

Q. Well, who owns -- I mean, you still own the house if it's financed.

A. Well, you could --

Q. Who's going to own the train, which entity?

A. TCRR, likely.

Q. Okay. TCRR will own the train. Which entity will own the real estate?

A. TCRI.

Q. TCRI will own the real estate?

A. Civil Works. And as to the final form of between those two companies, to the best of my

Page 180

knowledge, and that's the intent.

Q. Okay. And -- and who will -- which company will own the tracks?

A. TCRI.

Q. Okay. So TCRR owns the trains, TCRI owns the tracks and the dirt, and TCP owns both of those two companies?

A. Yes, I believe.

Q. Okay.

A. That's the intent.

Q. And that -- that's the intent. And -- and the relationship between the affiliates may change over time?

A. I believe that to be true.

Q. And the current intent is that -- tell me who Virgin Trains is?

A. They're a UK-based railroad that operates trains.

Q. Okay. And do they operate trains in the United States?

A. They do not.

Q. Okay. Who operates Amtrak, for example?

A. Amtrak.

Q. Okay. So they have their own operations in-house?

Page 181

A. Correct.
Q. Okay. And Virgin Trains has substantial expertise running trains?
A. They do.
Q. Do they operate the Eurostar?
A. I know they do not.
Q. Is there a high-speed express train operational in the UK --
A. There is.
Q. -- Over 150 miles an hour?
A. There is.
Q. What is it called?
A. HS1. HS1.
Q. Okay. And Virgin Trains operates HS1?
A. No, they do not.
Q. Who does?
A. I don't know.
Q. Okay. Does Virgin Trains operate an express high-speed rail?
A. How do you define express high-speed rail?
Q. I've seen -- I'm going to ask you on that one. I've seen something, I don't know if it's in TxDOT, but it's over a hundred -- maybe it's some FRA rules, but over 140 or over 150, there's the highest category which the Shinkansen would be in. What is that called?

Page 182

A. Yeah.
Q. I've forgotten the right name.
A. You could call that for today high-speed rail.
Q. Well, they call the Acela high-speed rail, and we all know that's not true, right?
A. That's true. There's a number of definitions, depends which agency, because TxDOT had different -- different definitions --
Q. Isn't there one called express high-speed rail or premium, some adjective before high-speed rail?
A. There's new -- new acronyms invented every year for different speed classes.
Q. Well, what's -- what's the -- what's the name for the highest class speed?
A. You can call it high-speed rail.
Q. Okay. Does Virgin Trains operate high-speed rail currently?
MR. NEBLETT: Objection, form.
A. They do not operate trains above 150 miles an hour.
Q. (By Mr. Beckham) Okay. But they're going to learn how to do it by the time you guys get started?
MR. NEBLETT: Objection, form.
A. Yes, just like the Taiwanese did.
Q. (By Mr. Beckham) Okay. And so the -- and you

Page 183

believe that the operational contract was signed by TCRI with Virgin Trains?
A. Correct.
Q. When was that contract signed?
A. In the last several months.
Q. When was it negotiated?
A. Over the last year.
Q. Okay.
A. I'm not -- I'm not familiar with the final form of contract, so I couldn't tell you --
Q. All right.
A. -- whether it's executed or intent to execute, in the final stages, or if, you know, there's a different alternative being considered.
Q. Okay. So there might not be a contract yet?
A. Oh, no, there is a contract with Virgin currently.
Q. Signed?
A. Yes.
Q. You're just saying they may be renegotiating or looking at something different?
A. Correct.
Q. Okay. And earlier -- I'll come back to that. Do you speak Japanese?
A. Not much.

Page 184

Q. How much?
A. Twelve words.
Q. Oh. Have you had Japanese training? Tried to learn it?
A. No.
Q. What is Texas -- Texas Central Rail Holding LLC?
A. It's an entity underneath Texas Central Partners.
Q. What does it do?
A. It's an investment company -- a company for investors.
Q. Okay. Does Texas Central intend to put fiber optic or pipelines or anything else within the condemned land?
A. Not outside of what we intend to use for the railroad, meaning, fiber optic, we could likely use fiber optic in the operation of the train's communication system.
Q. All right. Would -- would that fiber optic backbone be available to be leased or bandwidth sold on that to third parties?
A. It's too early to tell.
Q. But that's -- that's been looked at?
A. It is --

Page 185

MR. NEBLETT: Objection, form.
A. It is under discussion.
Q. (By Mr. Beckham) Okay. How about pipelines?
A. Not that I'm aware of.
Q. Okay. And does Texas Central contend that it can condemn for a railroad but also get fiber optic for lines to sell to third parties?
MR. NEBLETT: I'm going to object to the question.
MR. BECKHAM: I bet you are.
MR. NEBLETT: It asks for a legal response, and I'm going to instruct the witness not to answer.
MR. BECKHAM: Even Brad got the joke on that one.
MR. NEBLETT: Yeah, he hasn't been here for all the fun.
Q. (By Mr. Beckham) When did -- when did Texas Central first become an interurban electric railway?
MR. NEBLETT: Object to the form of the question, and I'm going to object to the extent that that seeks a legal answer and I'll instruct the witness not to respond with any legal response.
Q. (By Mr. Beckham) Just factually, when does -- when does TCRI contend they became a -- an interurban

Page 186

electric railroad?
A. Consistent with operating a railroad, because the technology is all electric.
Q. Well, when? Was that once you filed the amended purpose and included that?
A. Well, yeah, and we've talked about it as part of operating -- when we thought we operated a railroad, so it's part that --
Q. So when --
A. -- the same thing.
Q. When?
A. You can go back on the record and see what I gave you for that answer. I forgot.
Q. I don't think you gave me one.
A. I thought I did.
Q. Are you saying it was December 20th of 2012, the day it was incorporated, or are you saying it was on January 21st, 2015, when the corporate purpose was amended --
MR. NEBLETT: I'm going to object --
Q. (By Mr. Beckham) -- or some other date?
MR. NEBLETT: -- to the extent that it seeks a legal opinion and instruct the witness not to answer any legal responses.
A. Yeah, we've talked about this, Mr. Beckham,

Page 187

that I didn't -- it's not a specific, in part, in -- our -- my -- our understanding is it's in the collective of the activities that we take along with the formation and filing.
Q. (By Mr. Beckham) Well, if it's a matter of we've got to -- we've got to undertake these other activities, then don't you have to do enough of them to qualify, I mean, or just the first day you do one?
A. I don't know.
Q. Okay. So -- and the corporation doesn't know?
MR. NEBLETT: Objection, form.
A. Well, I'd ask you: Why do you think we would debate that internally? Because we're in the -- our business pursuit is --
Q. (By Mr. Beckham) Because the future of your eminent domain power depends on it, that might be a reason?
A. If you --
Q. That's the answer to your question.
A. If you say so.
Q. Well, you don't -- Texas Central agrees you don't get eminent domain just because you claim it, right?
MR. NEBLETT: Objection to the extent that asks for a legal opinion. Don't respond with a legal

Page 188

answer, Mr. McCabe.
A. Can you repeat the question?
Q. (By Mr. Beckham) Yeah. Texas Central does not contend that they have eminent domain just because they claim it.
MR. NEBLETT: Same objection.
Q. (By Mr. Beckham) Right? That would be crazy.
A. Previously when you asked me, I said, in part, is that we feel like we've met the requirements.
Q. That's not what I asked you. Texas Central does not claim it has eminent domain authority just because it's claimed that or proclaimed that?
A. We've --
MR. NEBLETT: Same objection.
Q. (By Mr. Beckham) Right?
A. We've -- that's right, because --
Q. Okay.
A. -- we operate a railroad.
Q. All right. A railroad that doesn't exist physically, true?
A. That's correct.
MR. NEBLETT: Objection, form.
Q. (By Mr. Beckham) Well, so I guess what you're saying is because of the activities of the consultant prior to 12-20-2012, that Texas Central was an

Page 189

interurban electric railway when the body of work was transferred over December 20th, 2012, true?

A. True.

Q. Okay. Then why didn't Texas Central claim eminent domain under Section 131 on December 26th, 2012?

MR. NEBLETT: Objection, form.

A. I can't speak to that. I don't know the answer.

Q. (By Mr. Beckham) Okay. So no one at the corporation knows that?

A. I don't know that.

Q. Okay. Who would know?

MR. NEBLETT: Objection, form.

A. I don't know.

Q. (By Mr. Beckham) All right. How many interurban electric railways are in existence in Texas?

MR. NEBLETT: Objection, form.

A. I don't know.

Q. (By Mr. Beckham) Okay. You're in that business and you don't know?

MR. NEBLETT: Objection, form.

A. I'm in the business of this project.

Q. (By Mr. Beckham) Well, is there one interurban electric railway in existence in Texas?

A. I'm not --

Page 190

Q. Certainly, you would know that, wouldn't you, sir?

MR. NEBLETT: Objection, form. Objection, it also is outside the scope of the deposition notice.

Q. (By Mr. Beckham) Go ahead.

MR. NEBLETT: You can answer. If you don't know, say you don't know.

A. I don't know.

Q. (By Mr. Beckham) Well, have you checked?

A. Checked what?

Q. For the existence of an interurban electric railway?

A. Has our -- individually or corporately? Is it --

Q. As a corporation.

A. Has the company looked into --

Q. Sure.

A. -- is there in existence in the state of Texas -- see if I understand your question correctly -- in the state of Texas, is there --

Q. It's real simple. Does TCRI know if there's an interurban electric railway in existence in the state of Texas?

MR. NEBLETT: Objection, it's outside the scope of the deposition notice. And if you can answer

Page 191

it, Mr. McCabe, answer it --

A. I don't know.

MR. NEBLETT: But if you don't know, just say you don't know.

A. I don't know.

Q. (By Mr. Beckham) You're pretty familiar with the railroad business in Texas, aren't you?

A. Parts of it.

Q. Okay. Have you ever heard of one?

A. I --

Q. You personally?

A. Am I here individually or corporately?

Q. I'm just asking you a question. If you want to say you don't want to answer, then say it.

A. I don't want to answer.

Q. Okay. And why don't you want to answer?

A. I don't want to answer.

Q. Okay. And -- is TCRI claiming to be a railroad and an interurban electric railway?

A. It is.

Q. They're claiming to be both?

A. It is.

Q. Okay. Do you have to be a railroad in order to be an interurban electric railway?

MR. NEBLETT: I'm going to object to the

Page 192

extent that asks for a legal opinion and ask that you not give any legal opinions, Mr. McCabe.

A. I -- yeah.

MR. NEBLETT: In fact, I'm going to do more than that. I think that's a pure legal question. I'm going to instruct the witness not to answer.

THE WITNESS: Yeah.

MR. BECKHAM: Why don't we take a little break?

MR. NEBLETT: Okay.

THE VIDEOGRAPHER: 3:25. We're off the record.

(Recess.)

(Back on the written record without video at 3:58 p.m.)

MR. BECKHAM: We have discussed an agreement to recess the deposition at 5 and take up our remaining time at another time and location to be worked out between counsel. Mr. MaCabe has a flight. We have a flight. Both of us could take later flights, but we're trying to work this out; is that right, Counsel?

MR. NEBLETT: Yeah, that's right.

MR. BECKHAM: And we have advised you that -- and I know you don't agree, I just want to say this so nobody says I didn't say it, that we're going to

Page 193

be asking for additional time anyway. You said at this point you're not able to agree to that until you talk to your client, and I trust that you'll talk to your client and get back to me at a later date on that.

MR. NEBLETT: That's correct.

MR. BECKHAM: Okay. All right.

MR. DOW: But also in terms of the unfinished deposition and the transcript for that, are you guys willing to agree that you're not going to use that in any pleading, hearing --

MR. BECKHAM: Well --

MR. DOW: -- you know, until we get it finished?

MR. BECKHAM: Yeah, that's a good -- that's a good question, and that's why -- and we've been off the record for 15 minutes discussing this. We said we could agree to that if you guys would agree that this is the hearing, this case will have the first injunction hearing. And we talked with Brad about letting it -- you know, cooperating on than and scheduling a hearing. While we don't represent every landowner in the state of Texas that's in its path, you know, we may effectively end up being that law firm. And Brad, as a gentleman and a scholar, said, hey, you know, with the -- with the contrary positions, we can't agree to do that. And we

Page 194

said, logically and logistically, it makes the most sense to plan on that. But if you guys -- I mean, you guys have filed cases and given four days' notice before answer date, when there's no emergency, and so as soon as you guys go and do that, I promise you I'm going to use this deposition. If you want to agree that the Miles' case has the first injunction hearing, then we won't use it anywhere. But as long as -- I mean, Brad is saying, we're going to find a place that you aren't and we're going to go proceed against somebody else.

MR. NEBLETT: No, that's not what he's saying.

MR. BECKHAM: Well, that's kind of what he's saying. And so, you know, we can't agree. You know, y'all can argue that your guy hasn't signed it or whatever, I mean, you -- you can try to -- try to keep us from using it, but it would be our intention to use it in any hearing, anything that you guys institute.

If you guys want to think about our request to -- just to get the Miles' hearing scheduled. And we told you off the record we'll give you Miles' deposition. Let us know when you want it, if you want to agree just to tee it up rationally. I mean, we're going show up wherever. I mean, if we don't represent a guy, we're going to intervene. I mean, so why are we

Page 195

playing cat and mouse running all over the state? It just doesn't make any sense, so.

MR. DOW: No, and I appreciate that. I just -- but I do want to make it clear, though, certainly you guys were free to use the transcript once we have a finished deposition. We're not waiving signature. We're insisting that the witness have an opportunity to -- to read and sign. And so that's why I'm asking about if we don't -- we're obviously not going to finish today, and so an unfinished transcript before the deposition is completed, I'm just -- my request is that that not be used.

MR. BECKHAM: You guys are too fine of lawyers to play games. You've ordered it on a rush transcript, so he could -- he could look at it and have it -- the first part signed real soon. But if you're just going to --

MR. DOW: We'll do -- I'm happy to do that, Blake, if that will kind of --

MR. BECKHAM: Okay.

MR. DOW: -- expedite things.

MR. BECKHAM: Well, I'm not going to -- if you guys won't tell us that there's not going to be another hearing, I can't agree, period.

MR. NEBLETT: Well, we don't know that.

Page 196

MR. BECKHAM: Okay.

MR. NEBLETT: I mean, we just can't be restricted in that way. We're --

MR. BECKHAM: Okay. Well, I can't be restricted either.

MR. NEBLETT: We have lots of landowners who have other lawyers than you all. And as you know, we were happy to go to a hearing with you all and it got postponed. But we can't -- we can't obligate ourselves to not go forward on another case that may be ripe to go forward on.

MR. BECKHAM: Well, if I -- if I'm not in that case, then maybe the deposition will get used. But I -- I will promise to get it to opposing counsel, you know, to your opposing counsel.

MR. NEBLETT: Well, that's okay.

MR. BECKHAM: I can't be any more -- I'm working with several other attorneys, as well, so we're teaming up against you guys. I just want you to know that.

MR. NEBLETT: We figured that out.

MR. ANDERSON: I can't imagine.

MR. NEBLETT: We figured that out already.

(Back on the video record.)

THE VIDEOGRAPHER: 4:03, beginning of tape

Page 197

Number 5. We're on the record.
Q. (By Mr. Beckham) All right. Did you look at any documents during the break?
A. I did not.
Q. Okay. Did you talk to anybody about the deposition other than your attorneys?
A. No, I did not.
Q. With respect to TCRI's status as an alleged interurban electric railway, has TCRI approached any municipalities about crossing their streets?
A. Yes, we have.
Q. Okay. What municipalities has TCRI approached?
MR. NEBLETT: Well, objection as that's beyond the scope of this deposition notice. Am I missing something in here, Mr. Beckman?
MR. BECKHAM: Patrick knows the notice better than I do. Are you instructing him not to answer?
MR. NEBLETT: I am unless you can demonstrate to me that I'm missing something. I don't think that's within the scope of this deposition notice.
MR. BECKHAM: Yeah, Number 4, the basis that you're an electric railway, one of the things they go to do is contact municipalities.
MR. NEBLETT: That has nothing to do with

Page 198

whether we qualify as an electric railway or not. I'm going to instruct the witness not to answer.
MR. BECKHAM: Well, that's your opinion it has nothing to do with qualifying, but if you come under the statute and you're refusing to follow it, you probably don't get an injunction, because you've got to have clean hands, so.
MR. NEBLETT: No, this question inquires as to whether we are an electric railway or not.
MR. BECKHAM: Well, are you acting like one?
MR. NEBLETT: And so your -- your question goes beyond that and assumes that we're --
MR. BECKHAM: Robert, with all due respect, your statement is -- your witness's statement, we are all of these things, you have to trust us, and any time I ask how it became one, you say it's a legal opinion.
MR. NEBLETT: Your question doesn't go to the authority of TCRI or their -- or their capacity as an electric railway. That's -- and that's your scope question.
MR. BECKHAM: Well, we disagree, but we'll move on.
Q. (By Mr. Beckham) Who at -- you told me earlier

Page 199

you were not very familiar with the cost estimate by TxDOT on 18.3 billion?
A. Correct.
Q. You have read the TxDOT study, which is Exhibit 3, haven't you?
A. Sometime ago I have, yes.
Q. And you're aware that TxDOT, in conjunction with Texas Central, estimated the cost of the line at 18.3 billion?
A. I'm not aware of -- I'm not aware of the -- when you say in conjunction with, I'm not aware of what all that constitutes.
Q. Okay. And then are you aware that TxDOT reads, "The characteristics utilized in optimized model run" -- and I'm reading it out of Exhibit 3, "were based on publicized assumptions being used by Texas Central, the private consortium currently pursuing high-speed rail between Dallas and Houston, which consisted of the modifications listed below, it's removal of the stop at College Station, reducing fare to $108, and increasing the average travel speed to 160 miles an hour."
A. And what page is that?
Q. It's on page 73.
MR. NEBLETT: Let's use the -- let's use the court reporter's copy for him to use. So what

Page 200

paragraph were you reading?
MR. MCSHAN: Page 73.
MR. BECKHAM: Page 73, the three bullet points there.
MR. NEBLETT: All right.
Q. (By Mr. Beckham) Has TCRI discussed with TxDOT, the removal of the stop at College Station?
A. We -- we do not have a removal of a stop at College Station.
Q. And I say College Station, we --
A. Yeah, Grimes County.
Q. -- mean Grimes County.
Is -- is the current plan to have a stop in Grimes County?
A. Yes, it is.
Q. Where?
A. In Grimes County. The draft EIS will reflect an area of study of the station on the approximately 22 miles to the east and slightly to the south off of 30, high -- State Highway 30.
Q. You don't mean that, Interstate 30?
A. No, not Interstate 30. It's a state highway.
Q. I'm sorry. I misunderstood. You're speaking low and I didn't hear you.
So 22 miles to the east of what?

Page 201

A. Bryan-College Station.
Q. Okay. And slightly south of Interstate 30?
A. Not Interstate 30.
Q. I mean -- sorry, State Highway 30.
A. State highway. Slightly north.
Q. Okay. Slightly north or slightly south?
A. Slightly north.
Q. Okay. 22 miles east of College Station, slightly north of State Highway 30?
A. Correct.
Q. Okay. My verbal dyslexia is getting worse.
And that is the -- is the real estate there under contract?
A. I believe it is.
Q. Who owns the real estate there?
A. I'm not sure which entity within our -- within our umbrella of entities --
Q. And is --
A. -- has the ownership.
Q. -- the plan every train stops there or just some?
A. Currently, our modeling is every train stops there.
Q. Okay. And when you say "our modeling," what is the document that you looked at to understand what your

Page 202

modeling is?
A. So we have a -- an engineering document that calculates run times and, in part, we had those simulations, if you will, of run time.
(Cell phone buzzing.) My apologies, I'm going to turn this off. I may need to take a break. I have a kid emergency.
Q. I know. Go ahead and do it. That's fine.
A. So there's --
Q. You want to do it now?
A. I'll get him in just a minute.
There's a -- we did engineering simulations on what run times are, power consumption, things along that -- that line. And -- and then all of those simulations had the service, which is half-hourly service in the initial operations, from approximately 5:30 in the morning to 11:30 at night, all trains being off at 11:30 at night, with all trains stopping in Grimes County.
Q. And with the stop, what do you believe the -- the time the train's in transit from Dallas to Houston?
A. Less than 90 minutes.
Q. How much less than 90 minutes?
A. Well, it will ultimately depend on the exact alignment that the FRA will release here later in the

Page 203

year, but it's close to 90 minutes. So whether the train is modeled to take 82 or 84 minutes or 87 minutes, we've -- we will likely, at this juncture, a decision was made that we would run the train so that, whether it stops or doesn't stop, it's a 90-minute run from Dallas to Houston.
Q. In the -- you were telling us earlier about some of the activity, the factual activities that TCRI has performed in order to acquire eminent domain, and one of those was working with the FRA on safety issues?
A. Uh-huh.
Q. Answer verbally, please.
A. Yes.
Q. Does that also involve the safety at the station as far as screening passengers, those types of things?
A. It does.
Q. Okay. And what agency will dictate what has to happen to get on the train as far as security?
A. Well, that's something into the future. Currently, we -- our approach is that we will comply and it's under the Federal Railroad Administration and we are in discussion with Homeland Security.
Q. Okay. So there will be some type of safety screening prior to boarding the train?

Page 204

A. We'll comply with all the regulations. So what the regulations may look like in five, six, seven, eight years from now, I know that our intent is we must comply in order to operate the train, and so we would -- we would comply. But to say that there's going to be screening today when there's not screening, as well as we've not completed the dialogue with the Railroad Administration-Homeland Security on that aspect of the railroad, I -- I don't --
Q. Who is the TCRI personnel that's dealing with Homeland Security?
A. The former inspector general of Amtrak, Fred Weiderhold.
Q. Okay. And so does -- does Homeland Security have the final say or -- or FRA on what boarding type safety issues are going to be?
A. The FRA.
Q. Okay. And so --
A. At this juncture.
Q. Homeland Security has input, FRA has the final say?
A. I believe that to be correct.
Q. All right. And the -- the -- the currently planned train will not connect anywhere with Amtrak, true?

Page 205

A. It will not share a track with Amtrak.
Q. Let me see if you can answer my question.
A. What do you mean by connect?
Q. What do you mean -- what does connect mean to you?
A. Across a platform.
Q. Cross a platform?
A. Across a platform, correct.
Q. Okay. All right. So under your definition of connect -- under TCRI's definition of connect, the planned high-speed rail will not connect with Amtrak?
MR. NEBLETT: I'm going to object to the question as being beyond the scope of this deposition and instruct the witness not to answer.
MR. BECKHAM: Wow.
MR. NEBLETT: Doesn't have anything to do with surveying on Mr. Miles' property. And it's not within this deposition notice.
MR. BECKHAM: I think -- don't we have something about the routes in there?
MR. MCSHAN: We have preferred route.
Q. (By Mr. Beckham) Under the preferred route, there's not going to be any connection with Amtrak; is that right?
MR. NEBLETT: I'm going to object any

Page 206

testimony that relates to Amtrak as being outside the scope of this deposition notice.
MR. BECKHAM: It's the preferred route.
MR. NEBLETT: We objected to the testimony about the preferred route.
MR. BECKHAM: What was the basis of the objection on preferred route?
MR. NEBLETT: Well, we put it in our objections, so if you read our objections, you would see.
Q. (By Mr. Beckham) Why -- how has Mr. Miles --
MR. BECKHAM: Okay. I'm going to go prepare -- is it okay if I just like use the Treaty Oak Room?
MR. NEBLETT: That's fine.
MR. BECKHAM: Is that okay with you?
Yeah, can we -- you want -- this would be a good time to take a break and do his call?
MR. NEBLETT: Sure.
THE VIDEOGRAPHER: 4:15, we're off the record.
(Recess.)
THE VIDEOGRAPHER: 4:17. We're on the record.
(By agreement, Mr. Beckham exited the depo

Page 207

and Mr. McShan continues the examination.)

EXAMINATION

BY MR. MCSHAN:
Q. I wanted to back up to something you said, I think the first 30 minutes we were here, you said you had talked to someone at the Surface Transportation Board, you personally?
A. I have.
Q. In your capacity as vice president of TCRI?
A. I have.
Q. Who did you talk to?
A. Vickie Rutson.
Q. Who's she?
A. She's in the Office of Environmental Analysis.
Q. And what did y'all talk about?
MR. NEBLETT: I'm going to object to that line of questioning as being beyond the scope of this deposition notice and instruct the witness not to answer.
Q. (By Mr. McShan) Do you know if anyone else in TCRI has talked to anyone at the STB?
MR. NEBLETT: I have the same objection.
A. Yes.
MR. NEBLETT: I'm instructing you not to answer. I guess I should have said, same objection,

Page 208

same instruction.
THE WITNESS: I took the objection and not the instruction.
Q. (By Mr. McShan) What number is that, the TxDOT report?
MR. DOW: 3.
A. That's 3? Not a sticker on it.
Q. (By Mr. McShan) Okay. You've got it there.
A. On this copy anyway.
Q. You've got it there. He asked you a second ago and you confirmed that TCR does intend to have a stop in Brazos Valley?
A. That's correct.
Q. Are you aware that the Brazos Valley County county governance voted against having it there?
A. I am.
Q. Are you aware that the Texas A&M student senate and voted against having a stop there?
A. I am.
Q. Has that impacted TCRI's plan with respect to putting a stop there?
A. It has not.
Q. If you will look on page 71 of this report, please. A minute ago, Blake referred you to page 73. And page 73 is the page where it says that TxDOT had run

Page 209

the model based on assumptions, one of them being remove the station stop at College Station. Do you see that?

A. I do.

Q. And then on page 74, there's a chart there that shows the results of running the model with the assumptions in there. Do you see that on the right side, page 74?

A. I do.

Q. Okay. And then for the capital cost, you'll see the 16.8 billion, and that is with the removed station stop at College Station. Do you understand that?

A. Insofar as it's TxDOT's assumptions --

Q. Right, but --

A. -- sure.

Q. Okay. Now, let's flip back to page 71. This is the model that was run without the assumptions. And for Dallas to Houston, it says upfront capital cost of 18.3 billion. I guess my question is: I don't understand or do you understand, in your capacity as a vice president of TCRI, why the cost would go down -- or go up 1.5 million? Is the -- 1.5 billion, is the stop, is it going to cost 1.5 billion to put that stop in there?

A. I don't believe so. Again, this -- this is a

Page 210

TxDOT work product that we may or may not agree with their assumptions and/or calculations in.

Q. Do you agree with the assumptions and calculations that were in the feasibility study that you looked at as part of your factual background review to prepare for this deposition by the Louis Berger Group?

A. I do.

Q. Do you -- are you aware that TxDOT licensed the use of its software to the Louis Berger Group to run its models?

A. I am.

Q. So in February of 2013, the Louis Berger Group ran its models using the same software that TxDOT used in December of 2013; is that correct?

A. Insofar as I know. I'll take your word at it. In addition, there's the assumptions. And I don't know what all the assumptions were or were not used by our own ridership, because and I don't have that level of knowledge. And I certainly don't know the assumptions for data input into the model, because it does have a number of inputs, as -- as I've heard. I'm not fluent in ridership modeling.

Q. Well, would you agree with me that if you removed the station stop at College Station, that the cost is going to go down?

Page 211

A. Capital cost, correct.

Q. And that ridership is going to go up?

A. No. I don't agree.

Q. So if you'll look on page 73, below the three bullet points, it says, "The above-listed modifications results in a forecasted ridership that more than doubled from the original model, increasing from 3.8 million to 7.8 million annual riders." Do you know why that would be the case?

A. I don't.

Q. Do you question the accuracy of the upfront capital cost estimated by TxDOT in this report?

MR. NEBLETT: Objection, form.

A. I do.

Q. (By Mr. McShan) On what basis?

A. On the basis I don't know how it's put together.

Q. Well, it was put together using the same software that TCRI's consultant, Louis Berger Group used, was it not?

A. We've talked about the differences in having a model and putting data inputs into the model with regard to the assumptions. I don't have knowledge of -- of TxDOT's use of the model. And quite frankly, I don't have a comprehensive understanding of our use of the

Page 212

model with regard to the assumptions and the inputs.

Q. Did TCRI or anyone at TCRI ever have any communications or discussions with TxDOT regarding the publication of this report?

A. Can you restate -- could you say that again?

Q. Well, you said earlier that you had reviewed the 2013 feasibility study, correct?

A. Correct.

Q. Which contains cost estimates and ridership projections.

A. Correct.

Q. Do you understand that that feasibility study has not been released in its entirety --

A. Correct.

Q. -- to the public? This study here, the TxDOT study, contains ridership projections, capital cost estimates, and it has been released to the public. My question is: Did you have any -- you or anyone at TCRI have any discussions with TxDOT about whether or not they would publish this report? Did you authorize them to publish this report?

A. No.

MR. NEBLETT: Objection, form.

A. No.

MR. MCSHAN: Do you guys know what exhibit

Page 213

we're on? 10, does that sound right?

(Exhibit 10 marked for identification.)

Q. (By Mr. McShan) Mr. MaCabe, this is the -- this is TCRI's amended answer and counterclaim filed in this case. Have you reviewed this document, I assume?

A. I have.

Q. When did you last review it?

A. In the last week.

Q. The Statement of Facts begin on page 4. I'd like you to look at page 5, please, sir. You'll see in Paragraph 23, it says, "Due to the lineal and interrelated nature of the project, TCRI's failure to legally identify and finalize the route on the property places the ultimate design and acquisition of the project in jeopardy." What is your understanding of the meaning of the word "acquisition" there?

A. In furtherance of the project. And what I mean by that is, in -- when our people are going to go onto the property and look at the physical features, that if there is a feature there that would be negative -- have a negative impact on the train, let's just say a cave, that it has an impact on the -- on the line for several miles on each side of that, that structure. So we would need to then reexamine the -- that proposed alignment and make changes to that alignment, which also changes

Page 214

the area of study, which then also would change the areas for access as well as in the future with regard to providing offers to landowners for purchase of their property.

Q. Okay. Thanks for that.

My question is: How does the failure to get on to Miles' property place the project in jeopardy?

A. Without a doubt it places it into -- into jeopardy.

Q. How so?

A. We've completed our desktop studies, and we're now at a point to be out in the field, both on the boundary surveys to identify property and identify those structures or presence-absence of structure, as well as set boundary markers, as well as to meet the requirements of both the National Environmental Protection Act, Environmental Impact Statement work, for cultural, historical, archeological needs, the presence-absence of certain fauna, habitat, animals, as well as for the core with regard to the -- more specific to the core with regard to floodplains and/or wetlands, presence-absence of wetlands. So it is of a critical nature now that we've completed the desktop study and have started this field work.

Q. Why -- I guess my question is: Do you mean

Page 215

it's in jep -- ultimate jeopardy of not being able to finish the project at all or just not being able to finish the project and -- or begin construction now?

A. It may place the entire project at risk.

Q. And that's what I want to know why?

A. And it could place the project at risk because we have a number of agencies that, under a work plan, that have -- we have hundreds of consultants working to do a work plan to complete this work, which is required of us under the regulatory initiatives. And to not maintain schedule --

Q. Whose schedule?

A. The FRA's approved -- it's on what's called the dashboard. So they have the agreement and cooperation with a number of the U.S. Corps of Engineers, Army Corps of Engineers and the Federal Railroad Administration, and then the other agencies that would provide comment on the EIS, that there is a schedule and resource allocation. And by not getting on someone's property at this juncture, and a delay -- a delay of unknown time has -- could have significant consequences. For instance, how to restart the project, if you will, of getting all of these agencies back resourced and working on our project is one.

Q. Well, what's the -- what's the deadline?

Page 216

What's the deadline for you getting onto Mr. Miles' property to survey, that if you don't get on by that date, then it's going to kill the project because of the reasons you just said?

MR. NEBLETT: Objection, form.

A. There's an immediate need to get onto his property --

Q. (By Mr. McShan) How --

A. -- and all the other properties.

Q. How immediate?

A. I don't understand your question. Are you asking is it today immediate?

Q. Yes.

A. Yes, it's today immediate. We have people out in the field this week, last week and a week before doing work.

Q. Is there a deadline that has been established by the FRA that is tied to this survey process which you have to meet or you're going to lose those resources?

A. We -- yes, we have --

Q. What is that date?

A. We have a draft EIS publishing date.

Q. What is that date?

A. This fall, in October.

Q. October what?

Page 217

A. I don't recall if it's October 9th or November 3rd. But you back up from that because these activities need be completed in order for the work to be analyzed and written up and documented and then published in the draft EIS.

Q. By what date?

A. Well, I don't know specifically within 24 hours what the date is. We have people in the field today, so every day of delay costs us money and puts the project at risk.

Q. So it's June 23rd. Would you say you are not allowed on to Miles' property by August 1st, would that jeopardize the ultimate -- your ultimate ability to build this project?

A. It might --

MR. NEBLETT: Objection, form.

A. It might. I can't disprove a negative. You don't know what you're going to find until you go out there, and that's the point why you got to get out on the property at this point.

Q. (By Mr. McShan) But you, sitting here today, can't give me a date certain that you need -- that TCRI needs to be -- needs to have access to Miles' property, and if they don't have it by that date, it will place the ultimate project in jeopardy?

Page 218

A. I answered it. I can't prove -- disprove a negative.

Q. And so --

A. So it's immediate. It's ongoing. Every day there's a risk factor associated with not getting on the property.

Q. And you told me already that that risk factor is tied, at least in part, to a schedule that has been set by the FRA?

A. And the U.S. Army Corps of Engineers, correct.

Q. And that is related to being able to get on the property, to take a survey, to finish the -- all the things that you said that lead up to the draft EIS?

A. That's correct, as well as the -- what's called a 404, which is a Corps document, permit application related to wetlands.

Q. I want you to assume with me for -- for a moment that you're not allowed on any property from now until, let's say, September, a month before this October deadline, so you can't get any of these things done that you just told me about. At that point, what would happen? What would happen that would place the project in jeopardy?

MR. NEBLETT: Objection, form.

A. That's real simple. There would be no draft EIS published in October. It would be a failure of us to meet our business objectives. You fail to execute on a plan, it puts at risk the project funding, politics, administration change.

Page 219

Q. (By Mr. McShan) Okay. I'll get to that. I'm just -- right now I'm just talking about the FRA.

A. Well, all of that is relevant.

Q. So the Federal Railroad Administration in conjunction with TxDOT has agreed to do the environmental survey, the draft EIS, correct?

A. Correct.

Q. And if that is not done by October, does the Federal Railroad Administration say, well, y'all didn't get it done by October, so we're out now?

MR. NEBLETT: Objection, form.

A. I can't speculate. That sounds like that's a hypothetical.

Q. (By Mr. McShan) It is a hypothetical.

A. Well, I don't want to answer the hypothetical.

Q. Well, you say here that the failure to legally identify and finalize the route places the ultimate design and acquisition of the property -- project in jeopardy. That's in the statement of facts --

A. Correct.

Q. -- which you swore to.

Page 220

A. That's fine. I did.

Q. And so I'm trying to find out why that is the case.

A. I thought I've explained it.

Q. You explained that you needed to have this done by October. And now I'm asking you: What would happen in October that would put or place the project in jeopardy?

A. I disagree. I didn't say I need it done in October. You posed the question to me that if it wasn't done in October, and I said -- and there's --

Q. Fair enough. You're right.

A. There would be no way to publish a draft in October.

Q. Fair enough. Bad question.

A. Okay.

Q. I want you to assume for me that the draft EIS for whatever reason cannot be published in October. How would that place the project in jeopardy? What would happen at that point?

A. There are -- it is not fully known what happens at that point. And some -- and what I mean by that is I -- I don't control FRA resources and schedule, Number 1. 2 is with regard to meeting our business objectives, we have commitments that we make with regard to pursuing

Page 221

our business objectives, and it's detrimental to -- for the pursuit of our business objectives. So when you don't execute, how do you calculate that? What do you -- what do you -- it could be extremely significant.

Q. Well, you understand here in this -- in this case, TCRI is requesting a temporary injunction?

A. Correct.

Q. Which is temporary relief that is more immediate in nature than a full-blown lawsuit that would go to trial 12 months from now in a permanent injunction. You understand that, they're asking for temporary injunction now?

A. I do.

Q. And one of the reasons is, is what you've said here, is it's putting the project in jeopardy?

A. Correct.

Q. And then you just said just a second ago that you don't -- you don't exactly know what would happen if it didn't get published in October?

A. No, I said you can't calculate all of the different risks that might be out into the future with regard to a delay in the project. We have a number of agencies that have agreed and resourced for the last couple of years on a schedule. We are now at that point of moving from desktop to the field, and we've been out

Page 222

in field.

Q. I understand.

A. We're trying to bring that to a close. And these are requirements placed on us by the Federal Railroad Administration, the National Environmental Protection Act, the U.S. Army Corps of Engineers, the Clean Water Act, and then under that Section 404. And so there are these requirements, and it's in pursuit of this -- these approvals that we are here today trying to get on people's land. And in fact, we've contacted back in November, I believe, was Miles' first contact for access on their land. So it was this --

Q. I understand that.

A. -- there was critical nature, you know, in the spring, and as every day goes by, I can't calculate what the exact damages are until it's actually happened.

Q. I'm not asking you to calculate damages. I understand that your claim is that you need on the property and it's critical. I'm trying to find out the reasons it is critical and the reason it would put the project in jeopardy, and you've given me one --

A. Okay.

Q. -- that you have to get on the property in order to get the draft EIS out by October, which that relates to the FRA?

Page 223

A. Right.

Q. Does any of this -- does the ability not to get on or the failure of Miles to allow you on the property and it placing it in jeopardy, does that have anything to do with your financing, is that tied in your financing in any way?

A. It could possibly.

Q. How so?

A. That at a later date and you get onto Miles' after you're further -- you're -- you're in furtherance of the -- of the track alignment, for instance, and the geometry, and as a result of what you find on the Miles' property, you wind up having to move the alignment a thousand feet. And a thousand feet at that point where you move it would have an impact for, you know, a hundred thousand feet, so for 10 miles up and down the line. And so then you're -- you're outside your study area and you would have to respool up and go back through a draft EIS. So you might cause a delay of six months to a year. It's not -- it's unknown. So, again, to get the number of agencies back on board, it's taken us over three years of working with TxDOT and the FRA of -- and the other agencies that provide comment in order to be at a point with the resources available to us in furtherance of the project.

Page 224

Q. If the draft EIS is not published in October of 2010, are you going to lose financing from your investors?

MR. NEBLETT: Objection, form. I'm going to object to the extent that it inquires into the Categories 32, 33 and 34, I'm going to object, because we're not producing him for that purpose. I'll let him speak to some limited aspect to that with regard to -- to the harm that might --

MR. MCSHAN: Right.

Q. (By Mr. McShan) I'm just talking about jeopardy, putting the project in jeopardy, and I assume that part of that is, is that, you know, whatever money or promises you have from investors or think that you may have, obviously those wouldn't be around 10 years from now. There's an immediate for this. Okay. And so what I'm trying to figure out is right now is the project in jeopardy. Is -- is the publication of the draft EIS, if that doesn't happen in October, are you going to lose any financing that you have in place right now?

MR. NEBLETT: Objection, form.

A. I don't have specific knowledge of what investor may or may not do with regard to our lack of executing to a plan and/or failure to meet a plan. I

Page 225

would imagine it's a net negative view on it. But I can't -- I can't speculate as to what an investor will or won't do. Investors typically, in my experience, invest when you can show a track record of -- of performing on a schedule. And since this schedule was agreed to by a multi -- multi-agency review process and acceptance of that schedule and staffing to it, I think they'd find that -- and I'll speculate on this part of it, that they take a very dim view at our -- at our lack of executing to a schedule.

Q. (By Mr. McShan) Is it fair to say that, if you are not allowed access to survey Mr. Miles' property in the very near future, that it may result in you losing financing that you need for the project?

MR. NEBLETT: I'm going to object as to form, and I'm going to instruct the witness not to answer with regard to specifics on financing because we're not producing you as a witness to speak on financing.

A. Okay.

Q. (By Mr. McShan) I'm not asking about the sources of it. I'm not asking if it's private. I'm not asking anything like that. I'm just asking if from the placing the project in jeopardy standpoint, that if you're not allowed on Miles' property, which is what

Page 226

you're asking to do in this lawsuit, if you're going to -- that that was going cause you to lose money that you've been promised for the project, which would place it in jeopardy.

MR. NEBLETT: Same objection.

A. That's a hypothetical. I could give you an answer that I'm comfortable with, with regard to it's a rock in the water. And you throw a rock in the water and it creates ripples, and how big and how far they travel and what -- what boat it swamps along the way, is -- is unknown other than you know that you're causing a negative impact to the project.

Q. (By Mr. McShan) But it's unknown?

MR. NEBLETT: Objection, form.

A. It's known that it's a negative impact.

MR. MCSHAN: It's 4:45. I think we need to pack up if I'm going get to this flight.

MR. NEBLETT: All right.

THE VIDEOGRAPHER: 4:44. We're off the record. End of Tape 5.

Page 227

CHANGES AND SIGNATURE

RE: MILES VS. TCRI

PAGE	LINE	CHANGE	REASON

I, SHAUN McCABE, have read the foregoing deposition and hereby affix my signature that same is true and correct, except as noted above.

_____

SHAUN McCABE

Page 228

THE STATE OF _____)

COUNTY OF_____)

Before me,_____, on this day personally appeared SHAUN McCABE, known to me (or proved to me under oath or through_____ (description of identity card or other document) to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that they executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this_____day of _____, 2016.

_____

NOTARY PUBLIC IN AND FOR
THE STATE OF _____

CAUSE NO. 16-0137CV

JAMES FREDERICK MILES,) IN THE DISTRICT COURT OF
)
Plaintiff,)
)
VS.) LEON COUNTY, TEXAS
)
TEXAS CENTRAL RAILROAD & INFRASTRUCTURE, INC.,)
)
Defendant.) 87th JUDICIAL DISTRICT

REPORTER'S CERTIFICATION
ORAL/VIDEO DEPOSITION OF
TEXAS CENTRAL RAILROAD & INFRASTRUCTURE
THROUGH ITS CORPORATE REPRESENTATIVE
SHAUN McCABE
JUNE 23, 2016

I, Chris Carpenter, Certified Shorthand Reporter in and for the State of Texas, hereby certify to the following:

That the witness, SHAUN McCABE, was duly sworn by the officer and that the transcript of the oral deposition is a true record of the testimony given by the witness;

That the deposition transcript was submitted on the _____day of _____, 2016, to the witness or to the attorney for the witness for examination, signature and return to Depo Texas, 1016 La Posada, Suite 294, Austin, TX 78752, by _____, 2016;

That the amount of time used by each party at the deposition is as follows:

Mr. Beckham: 3 hours, 39 minutes

Mr. McShan: 26 minutes

That pursuant to information given to the deposition officer at the time said testimony was taken, the following includes counsel for all parties of record:

FOR THE PLAINTIFF:

Blake L. Beckham
M. Patrick McShan
THE BECKHAM GROUP, P.C.
3400 Carlisle, Suite 550
Dallas, TX 75204
(214) 965-9300
blake@beckham-group.com
patrick@beckham-group.com

FOR THE DEFENDANT:

Robert B. Neblett III
Matthew Dow
Brad Anderson
JACKSON WALKER, LLP
100 Congress Ave., Suite 1100
Austin, TX 78701
(512) 236-2000
rneblett@jw.com
mdow@jw.com
banderson@jw.com

I further certify that I am neither counsel for, related to, nor employed by any of the parties or attorneys in the action in which this proceeding was taken, and further that I am not financially or otherwise interested in the outcome of the action.

Further certification requirements pursuant to Rule 203 of TRCP will be certified to after they have occurred.

Certified to by me this 27th of June, 2016.

_____
Chris Carpenter, Texas CSR 1151
Expiration Date: 12/31/2016
DepoTexas-Firm Registration No. 17
1016 La Posada, Suite 294
Austin, TX 78752
(512) 465-9100

FURTHER CERTIFICATION UNDER RULE 203 TRCP

The original deposition of SHAUN McCABE was/was not returned to the deposition officer on _____.

If returned, the original deposition was delivered to Blake Beckham, Custodial Attorney.

That $_____is the deposition officer's charges to the Plaintiff for preparing the original deposition transcript and any copies of exhibits;

That the deposition was delivered in accordance with Rule 203.3, and that a copy of this certificate was served on all parties shown herein and filed with the Clerk.

Certified to me this the _____ day of _____, 2016.

_____
CHRIS CARPENTER, CSR NO. 1151
Expiration Date 12/31/2016
DepoTexas-Firm Registration No. 17
1016 La Posada, Suite 294
Austin, TX 78752
(512) 465-9100

Exhibit N

COUNTY OF FREESTONE

Commissioners Court
Linda K. Grant, County Judge
Andy Bonner, Precinct No. 1
Craig Oakes, Precinct No. 2
Michael Daniels, Precinct No. 3
Clyde Ridge Jr., Precinct No. 4

County Courthouse
Commissioners Courtroom
118 E. Commerce, Rm. 203
Fairfield, Texas 75840
903/389-3335 Phone
903/389-3839 Fax

February 28, 2018

Kevin Wright
Federal Railroad Administration (FRA)
1200 New Jersey Ave. SE, MS-20
Washington, D.C. 20590

Re: Dallas to Houston High-Speed Rail – DEIS
Public Road Impacts

Mr. Wright,

It has been brought to our attention that the Draft Environmental Impact Statement (DEIS) prepared by the FRA includes relocation and realignment of public roads within Freestone County. Further, we understand that it is assumed that existing roads may be altered or closed and new roads are proposed to be constructed within our jurisdiction for our future ownership, responsibility and maintenance.

Please be advised, based on the information currently available and the lack of coordination thus far, any construction, relocation or realignment of county roads within our county is not acceptable and will not be granted. Further, even if county roads were to be moved or altered, Freestone County will not accept responsibility for additional roads without a long-term maintenance reimbursement plan in place. In addition, the Commissioners Court will require that all county roads remain open for use by the travelling public both during and after construction. I am enclosing a resolution which clearly expresses the Freestone County Commissioners Court's views on these matters. This resolution was passed on February 28, 2018.

Please make the necessary adjustments to the DEIS document(s) to take this into account. At this point, we cannot even begin to evaluate the impacts to our County until the DEIS investigative findings are consistent with county regulations and the policies of the Commissioners Court. Once the DEIS has been updated and issued, only at that time will we be able to begin our detailed review and provide additional comments.

Sincerely,

Linda K Grant

Linda K. Grant
Freestone County Judge

RESOLUTION NUMBER _____

A RESOLUTION OF THE COMMISSIONERS COURT OF FREESTONE COUNTY, TEXAS, REGARDING THE COMMISSIONERS COURT'S INTENT TO DECLINE TO DISCONTINUE, ABANDON, CLOSE, VACATE OR ALTER A COUNTY ROAD IN CONNECTION WITH THE PROPOSED HIGH SPEED RAIL PROJECT; AND THE COMMISSIONERS COURT'S REQUIREMENT THAT IF A RAILROAD LINE IS LAID ACROSS A COUNTY ROAD IN FREESTONE COUNTY, THE RAILROAD COMPANY SHALL CONSTRUCT AND MAINTAIN THE CROSSING, DURING AND AFTER CONSTRUCTION, SO THAT THE TRAVELING PUBLIC MAY USE THE COUNTY ROAD FOR ALL REASONABLY ANTICIPATED PURPOSES.

WHEREAS, the Texas Central Rail and Infrastructure, Inc. ("TCR") has indicated its intent to establish the Texas High Speed Railway on a route from Dallas to Houston that travels through Freestone County, even though TCR does not have eminent domain power; and

WHEREAS, the Draft Environmental Impact Statement ("DEIS") released in December of 2017 shows that the proposed route will cross at least eight (8) county roads (and many other state, farm to market and private roads as well); and

WHEREAS, pursuant to §251.051(a) of the Texas Transportation Code, the Commissioners Court has the authority to order that public roads be laid out, opened, discontinued, closed, abandoned, vacated or altered; and

WHEREAS, neither TCR nor any actual railroad company (which TCR is not) has the authority to discontinue, close, abandon, vacate or alter any county road; and

WHEREAS, §112.059(a) of the Texas Transportation Code also provides that "each railroad company [which TCR is not] in the state shall place and keep the portion of the company's road bed and right-of-way over or across which a public county road runs in proper condition for the use of the traveling public;" and

WHEREAS, the DEIS appears to assume that the counties through which the proposed route will pass, including Freestone County, will cooperate in relocating and closing county roads to accommodate TCR's proposed route; and

WHEREAS, since the Commissioners Court of Freestone County has the sole control over all roads, highways and bridges in the county, and has the authority and obligation to ensure that any crossing of a county road by a railroad company results in the county road being maintained in its proper condition for use by the traveling public, the County Commissioners of Freestone County makes this resolution to express its intentions.

THEREFORE, the County has determined, and by this Resolution hereby determines the following:

1. The Commissioners Court does not intend to and hereby declines to close, abandon, vacate or alter any county road to accommodate the proposed the high speed railroad route; and

2. The Commissioners Court also requires that if TCR ever acquires eminent domain power and seeks to establish its route across any county road in Freestone County, the county road that is affected shall at all times, during and after construction, be maintained for use by the traveling public, including specifically the typical public uses to which county roads in Freestone County are often subjected, such as use by vehicles, equipment and machinery necessary to conduct operations oil and gas operations (drilling, reworking, producing, etc.), farm vehicles and equipment typically used in agricultural production, manufactured and mobile homes, and all other uses, whether named or not, for which Freestone County county roads are typically used.

PASSED AND APPROVED BY A MAJORITY VOTE OF THE COMMISSIONERS COURT OF FREESTONE COUNTY ON THIS THE 28 DAY OF February, 2018.

Linda Grant

Linda Grant, County Judge

Thomas Craig Oakes

Michael Daniels

Clyde Ridge, Jr.

Andy Bonner

FILED FOR RECORD
At 9, o'clock a M

FEB 28 2018

LINDA JARVIS
Clerk County Court, Freestone County, Texas
BY

6

Carbett "Trey" J. Duhon III
Waller County Judge

February 20, 2018

Kevin Wright
Federal Railroad Administration (FRA)
1200 New Jersey Ave. SE, MS-20.
Washington, D.C. 20590

Re: Dallas to Houston High-Speed Rail – DEIS
Public Road Impacts

Mr. Wright,

It has been brought to our attention that the Draft Environmental Impact Statement (DEIS) prepared by the FRA includes relocation and realignment of public roads within Waller County. Further, we understand that it is assumed that new roads are proposed to be constructed within our jurisdiction for our future ownership, responsibility and maintenance.

Please be advised, based on the information currently available and the lack of coordination thus far, any relocation or realignment of public roads within our county is not acceptable and will not be granted. Further, Waller County will not accept additional road beds for our responsibility and maintenance without a long-term maintenance reimbursement plan in place.

Please make the necessary adjustments to the DEIS document(s) and design to maintain all current alignments and ROW widths within our jurisdiction. At this point, we cannot even begin to evaluate the impacts to our County until the assumptions are consistent with county regulations and the policies of the Commissioners Court. Once the DEIS has been updated and issued, only at that time will we be able to begin our detailed review and provide additional comments.

Sincerely,

Carbett "Trey" J. Duhon III
Waller County Judge

836 Austin Street, Suite 203 • Hempstead, Texas 77445
Office (979) 826-7700 • Fax (979) 826-2112
t.duhon@wallercounty.us

Exhibit O

AFFIDAVIT OF JUDGE LINDA GRANT

STATE OF TEXAS §
§
COUNTY OF FREESTONE §

BEFORE ME, on this day, the undersigned personally appeared Linda Grant, known to me and whose signature appears below, and who after being by me duly sworn and according to law upon her oath, she said:

1. "My name is Linda Grant. I am over the age of 18 years, have never been convicted of a felony, and am in all respects competent to make this affidavit. I have personal knowledge of the facts stated herein and they are all true and correct.

2. I have been a resident of Freestone County for 33 years and the Freestone County Judge for 19 years. The cities, communities, and neighborhoods of Freestone County will be directly affected by the construction and operation of the high-speed rail from Dallas to Houston. This is especially true for the Cities of Fairfield and Teague, and all small rural communities along the proposed routes through Freestone County.

3. I have been active within the Freestone County community and have personally seen the rich culture and heritage that resides within the community; it has grown and flourished over the years in which I have acted as County Judge and should continue to grow and flourish. However, if the high-speed rail is constructed and operated through Freestone County, as proposed in the Federal Railroad Administration's ("FRA") draft environmental impact statement ("DEIS"), Freestone County communities along the proposed routes—such as Fairfield and Teague—will be severely impacted by the adverse economic impact; in turn, this will negatively impact the community growth and employment therein.

4. Freestone County's cities rely heavily on sales tax as a main form of revenue. The cities, communities, neighborhoods within the county, and specifically along the proposed route contained in the DEIS, contain the stores and businesses that generate the sales tax revenue for Freestone County. If the proposed project is built, not only will it split the communities apart, but it will take a majority of the consumers that provide business to these communities off the road. This will decrease revenue for the community businesses (example gas stations, general stores, hotels, motels), and thus sales tax revenue for the County. Without this revenue, communities, cities, neighborhoods, and ultimately the Freestone County's growth will be decimated. This will also decrease employment throughout the Freestone County communities.

5. Further, implementation of the routes contemplated in the DEIS will require Freestone County to relocate roads; a large task that the Freestone County budget simply does not have the funds to satisfy. Texas Central Railway, the company that proposes to build the high speed rail ("HSR"), has not committed to be responsible for any increased county expenditures to retrofit the county road system to remedy the disruptions directly caused by the HSR, or to commit to fund expenses in the future when a county road may need to cross the proposed HSR; such a crossing could easily exceed $1 million dollars per crossing. Freestone County's budget cannot afford to build one crossing, much less many, as it grows into the future. Building the construction of the HSR will create an impassable divide across the county and will forever financially strap Freestone County. Texas Central's response to Freestone County has basically been heartless. Unless and until Texas Central has agreed to be financially responsible for all

negative financial impacts to the county, in my role as county judge, I will oppose the necessary granting of any required permit to cross any county road.

6. The proposed routes contained within the DEIS will also limit community accessibility; example the City of Fairfield and Teague. The placement of the rail will disrupt the natural flow of the community resulting in irreparable harm through community involvement.

7. The proposed routes contained within the DEIS will also displace low income residents along the routes. My County has numerous families that live at or slightly above the poverty line in multiple communities along the routes.

8. My community will be torn apart with the construction of the TCR high-speed rail and launch many communities, and the county into a depression that will be unrecoverable.

Affiant further sayeth not"

Linda K Grant

Judge Linda Grant

SUBSCRIBED AND SWORN to before me on March 9th, 2018.

PILAR HARRIS
NOTARY PUBLIC
STATE OF TEXAS
My Comm. Expires 06-15-2018

Pilar Harris

Notary Public in and for the State of Texas

Exhibit P

AFFIDAVIT OF JUDGE DANIEL BURKEEN

STATE OF TEXAS §
§
COUNTY OF DALLAS §

BEFORE ME, on this day, the undersigned personally appeared Daniel Burkeen, known to me and whose signature appears below, and who after being by me duly sworn and according to law upon his oath, upon his oath he said:

1. "My name is Daniel Burkeen. I am over the age of 18 years, have never been convicted of a felony, and am in all respects competent to make this affidavit. I have personal knowledge of the facts stated herein and they are all true and correct.

2. I have been a resident of Limestone County for 23 years and the Limestone County Judge for eleven years. The cities, communities, and neighborhoods of Limestone County will be directly affected by the construction and operation of the high-speed rail from Dallas to Houston. This is especially true for all small rural communities along the proposed routes through Limestone County.

3. I have been active within the Limestone County community and have personally seen the rich culture and heritage that resides within the community; it has grown and flourished over the years in which I have acted as County Judge, and plans to continue to grow and flourish. However, if the high-speed rail is constructed and operated through Limestone County, as proposed in the Federal Railroad Administration's ("FRA") draft environmental impact statement ("DEIS"), Limestone County communities along the proposed route will be destroyed by the adverse economic impact; in turn, this will negatively impact the community growth and employment therein.

4. Further, implementation of the routes contemplated in the DEIS will require Limestone County to relocate roads; a large task that the Limestone County budget simply does not have the funds to satisfy. Texas Central Railway, the company that proposes to build the high speed rail ("HSR"), has not committed to be responsible for any increased county expenditures to retrofit the county road system to remedy the disruptions directly caused by the HSR, or to commit to fund expenses in the future when a county road may need to cross the proposed HSR; such a crossing could easily exceed $1 million dollars per crossing. Limestone County's budget cannot afford to build one crossing, much less many, as it grows into the future. Building the construction of the HSR will create an impassable divide across the county and will forever financially strap Limestone County. Texas Central's response to Limestone County has been cold and callous at best.

5. Furthermore, Limestone County does not allow any crossing of county roads without a permit. Texas Central has never collaborated with Limestone County regarding such crossings. Unless and until Texas Central has agreed to be financially responsible for all negative financial impacts to the county, in my role as county judge, I will oppose the necessary granting of any such permit.

6. The proposed route contained within the DEIS will also limit community accessibility; example the communities around Lake Limestone. The placement of the rail will disrupt the natural flow of the community resulting in irreparable harm through community involvement.

7. The proposed route contained within the DEIS will also displace low income residents along the route. My County has numerous families that live at or slightly above the poverty line in multiple communities along the route.

8. My community will be torn apart with the construction of the TCR high-speed rail and launch many communities, and the county into a depression that will be unrecoverable.

Affiant further sayeth not"

Judge Daniel Burkeen

SUBSCRIBED AND SWORN to before me on March 8th, 2018.

KERRIE COBB
Notary Public
STATE OF TEXAS
ID#13092371-3
My Comm. Exp. Dec. 6, 2020

Notary Public in and for the State of Texas

Exhibit Q

AFFIDAVIT OF JUDGE BYRON RYDER

STATE OF TEXAS §
§
COUNTY OF DALLAS §

BEFORE ME, on this day, the undersigned personally appeared Byron Ryder, known to me and whose signature appears below, and who after being by me duly sworn and according to law upon his oath, upon his oath he said:

1. "My name is Byron Ryder. I am over the age of 18 years, have never been convicted of a felony, and am in all respects competent to make this affidavit. I have personal knowledge of the facts stated herein and they are all true and correct.

2. I have been a resident of Leon County for 50 years and the Leon County Judge for 15 years. The cities, communities, and neighborhoods of Leon County will be directly affected by the construction and operation of the high-speed rail from Dallas to Houston. This is especially true for the City of Jewett, and all small rural communities along the proposed routes through Leon County.

3. I have been active within the Leon County community and have personally seen the rich culture and heritage that resides within the community; it has grown and flourished over the years in which I have acted as County Judge, and plans to continue to grow and flourish. However, if the high-speed rail is constructed and operated through Leon County, as proposed in the Federal Railroad Administration's ("FRA") draft environmental impact statement ("DEIS"), Leon County communities along the proposed route will be destroyed by the adverse economic impact; in turn, this will negatively impact the community growth and employment therein.

4. Leon County relies heavily on sales tax as a main form of revenue. The cities, communities, neighborhoods within the county, and specifically along the proposed route contained in the DEIS, contain the stores and businesses that generate the sales tax revenue for Leon County. If the proposed project is built, not only will it split the communities apart, but it will take a majority of the consumers that provide business to these communities off the road. This will decrease revenue for the community businesses (example gas stations, general stores, hotels, motels), and thus sales tax revenue for the County. Without this revenue, communities, cities, neighborhoods, and ultimately the Leon County's growth will be decimated. This will also decrease employment throughout the Leon County communities.

5. Further, implementation of the routes contemplated in the DEIS will require Leon County to relocate roads; a large task that the Leon County budget simply does not have the funds to satisfy. Texas Central Railway, the company that proposes to build the high speed rail ("HSR"), has not committed to be responsible for any increased county expenditures to retrofit the county road system to remedy the disruptions directly caused by the HSR, or to commit to fund expenses in the future when a county road may need to cross the proposed HSR; such a crossing could easily exceed $1 million dollars per crossing. Leon County's budget cannot afford to build one crossing, much less many, as it grows into the future. Building the construction of the HSR will create an impassable divide across the county and will forever financially strap Leon County. Texas Central's response to Leon County has basically been heartless.

6. Furthermore, Leon County has passed an ordinance which will not allow HSR to cross any county road without a permit. Texas Central has never collaborated

with Leon County regarding such crossings, nor have they ever applied for a permit. Unless and until Texas Central has agreed to be financially responsible for all negative financial impacts to the county, in my role as county judge, I will oppose the granting of any such permit.

7. The proposed route contained within the DEIS will also limit community accessibility; example the City of Jewett. The placement of the rail will disrupt the natural flow of the community resulting in irreparable harm through community involvement.

8. The proposed route contained within the DEIS will also displace low income residents along the route. My County has numerous families that live at or slightly above the poverty line in multiple communities along the route.

9. My community will be torn apart with the construction of the TCR high-speed rail and launch many communities, and the county into a depression that will be unrecoverable.

Affiant further sayeth not"

Judge Byron Ryder

SUBSCRIBED AND SWORN to before me on March 8, 2018.

Notary Public in and for the State of Texas

CASSANDRA NOEY
Notary Public
STATE OF TEXAS
ID#124880879
My Comm. Exp. April 18, 2020

Exhibit R

AFFIDAVIT OF JUDGE CARBETT "TREY" J. DUHON III

STATE OF TEXAS §
§
COUNTY OF DALLAS §

BEFORE ME, on this day, the undersigned personally appeared Carbett J. Duhon III, known to me and whose signature appears below, and who after being by me duly sworn and according to law upon his oath, upon his oath he said:

1. "My name is Carbett 'Trey' J. Duhon III. I am over the age of 18 years, have never been convicted of a felony, and am in all respects competent to make this affidavit. I have personal knowledge of the facts stated herein and they are all true and correct.

2. I have been a resident of Waller County for 12 years and the Waller County Judge for 4 years. The cities, communities, and neighborhoods of Waller County are primarily made up of minorities. The cities, communities, and neighborhoods of Waller County will be directly affected by the construction and operation of the high-speed rail from Dallas to Houston. This is especially true for the City of Waller.

3. I have been active within the Waller County community and have personally seen the rich culture and heritage that resides within the community; it has grown and flourished over the years in which I have acted as County Judge, and plans to continue to grow and flourish. However, if the high-speed rail is constructed and operated through Waller County, as proposed in the Federal Railroad Administration's ("FRA") draft environmental impact statement ("DEIS"), Waller County communities along the proposed route will be destroyed by the adverse economic impact; in turn, this will negatively impact the community growth and employment.

4. As one example, the City of Waller has a 7-8 year construction plan to build a new town square on the east side of the city; right along the proposed route contemplated in the DEIS. To no avail, Waller County and the City of Waller have attempted to contact the FRA multiple times regarding the plans for the new town square. This project will be destroyed by the implementation of the proposed route contemplated in the DEIS. The FRA did not take this sever impact on the growth of City of Waller into account in the DEIS.

5. Waller County's municipalites rely heavily on sales tax as a main form of revenue. The cities, communities, neighborhoods within the county, and specifically along the proposed route contained in the DEIS, contain the stores and businesses that generate the sales tax revenue for Waller County. If the project is built, not only will it split the communities apart, but it will take the consumers that provide business to these communities off the road. This will decrease revenue for the community businesses, and thus sales tax for the County. Without this revenue, communities, cities, neighborhoods, and ultimately the County of Waller's growth will be decimated. This will also decrease employment throughout the Waller County Communities.

6. Further, implementation of the routes contemplated in the DEIS will require Waller County and the City of Waller to relocate roads. This will significantly impact the budget of the Waller County. Texas Central Railway, the company that proposes to build the high speed rail ("HSR"), has not committed to be responsible for any increased county expenditures to retrofit the county road system to remedy the disruptions directly caused by the HSR, nor has Texas Central committed to fund expenses in the future when a county road may need to cross the existing HSR; such a crossing the HSR could easily exceed $1 million per crossing. Waller County cannot afford to build one crossing, much less many,

836 Austin Street, Suite 203 • Hempstead, Texas 77445
Office (979) 826-7700 • Fax (979) 826-2112
t.duhon@wallercounty.us

as it grows into the future. Building the construction of the HSR will create an impassable divide across the county and will forever financially strap Waller County. Texas Central's response to Waller County has basically been heartless.

7. Moreover, Waller County has passed an ordinance which will not allow HSR to cross any county road without a permit. Texas Central has never collaborated with Waller County regarding such crossings, nor have they ever applied for a permit. Unless and until Texas Central has agreed to be financially responsible for all negative financial impacts to the county, in my role as county judge, I will oppose the granting of any such permit.

8. The proposed route contained within the DEIS will also limit community accessibility; example the City of Waller. The community within the City of Waller is dependent on its accessibility to go from one end of the city to the other; the placement of the rail will disrupt the natural flow of the community resulting in irreparable harm through community involvement.

9. The proposed route contained within the DEIS will also displace low income residents along the route. My County has numerous families that live at or slightly above the poverty line in multiple communities along the route, including the City of Waller.

10. My community will be torn apart with the construction of the TCR high-speed rail and launch many communities, such as the City of Waller, into a depression that will be unrecoverable.

11. A detailed discussion of the impacts is also attached hereto which more fully discusses the impacts to Waller County as outlined above, in addition to others. The

attachment is true and correct and was previously provided to the Texas Department of Transportation, and they represented to me that such document was forwarded to the FRA prior to May of 2017, yet none of these issues have been addressed in the DEIS.

Affiant further sayeth not"

CINDY JONES
Notary Public, State of Texas
My Commission Expires
February 11, 2019

Judge Carbett "Trey" J. Duhon III

SUBSCRIBED AND SWORN to before me on March 8, 2018.

Notary Public in and for the State of Texas

Waller County and Waller County Sub-Regional Planning Commission's Comments on Draft EIS and Discussion of Impacts in Waller County and the Federal Rail Administrations Failure to Analyze Potential Corridors for the Dallas to Houston High Speed Rail, Pursuant to the National Environmental Policy Act.

Contents:

A. The FRA Improperly Narrowed Corridor Alternatives

1. Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor
2. Scoping Report
3. Corridor Alternatives Analysis Technical Report
4. Alignment Alternatives Analysis Report

B. The FRA is Preparing an EIS to Justify Decisions Already Made

C. Local Significant Impacts to Waller County and WCSRPC's Jurisdiction Must be Resolved

1. Emergency Services
2. Economic Development Impacts on the City of Waller
3. Waller ISD Impacts
4. Other Community Impacts
    a. High Speed Ground Transportation Noise and Vibration Impact Assessment
    b. Quality of Life
    c. Katy Prairie Conservancy
    d. Kickapoo Preserve
    e. Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines
    f. G & W Water
    g. Woodhaven Subdivision
5. Waller County Economic Partnership
6. Economic Obsolescence
7. Historical Impacts
8. Public Safety

D. Summary

A. The FRA Improperly Narrowed Corridor Alternatives

1. Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor

June 25, 2014, the Federal Railroad Administration (FRA) announced it would be preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA), for a High Speed Passenger Rail Corridor between Dallas and Houston Texas (79 Fed. Reg. 36123). The proposed action that requires the FRA oversight and NEPA analysis is "for the impacts of constructing and operating a dedicated high-speed rail (HSR) system." The project was proposed by a private company, Texas Central High Speed Railway (TCR), which was formed in 2009, for the purpose of bringing HSR to Texas.

The Notice stated that the EIS would "evaluate route alternatives for passenger rail," and evaluate "alternatives for construction and operation of the Proposed Action consisting of a sealed HSR corridor."

The notice committed that the EIS would address environmental issues of concern, including:

a. *Describing the purpose and need for the Proposed Action.*
b. *Describing the environment likely to be affected by the Proposed Action.*
c. *Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action.*
d. *Describing the no-build or no-action alternative to serve as a baseline for comparison.*
e. *Describing the potential environmental impacts associated with the reasonable alternatives and mitigation to address significant impacts.*

Additionally, FRA committed that as a part of the EIS, it would study "the impacts of various alternative HSR route alignments," including "shared corridors with other existing linear infrastructure corridors such as railroads, roads, and electric utility lines."

Prior to the FRA's announcement, there has been no analysis of potential rail corridors between Dallas and Houston pursuant to the National Environmental Policy Act. Although the Texas Rail Plan (2010) identified three potential corridors (BNSF, UPRR, 1-45), no NEPA analysis was prepared in conjunction with this plan. Therefore, prior to the FRA's June 2014 announcement, no programmatic study had been prepared under NEPA to determine which of the numerous corridor alternatives would have the least impact on the human environment. This responsibility would need to be carried out by the Federal Rail Administration.

2. Scoping Report (April 2015)

The FRA initiated the scoping process for the purpose of defining and narrowing the scope of issues to be analyzed in the EIS. TCR had conducted its own screening process to determine the potential corridors that should be advanced for further analysis. The private company reviewed

four primary corridors with nine variations. They evaluated the feasibility of each potential corridor based on "HSR design requirements, engineering and constructability challenges, and potential environmental constraints." (Scoping page 3).

The four primary corridors consisted of the three studied in the Texas Rail Plan and a new corridor identified by TCR, the Utility Corridor. TCR ultimately recommended to FRA two corridors (BNSF Option 1 and Utility) for further study, eliminating two of the State's Plan recommendations. FRA presented these two corridor options to the agencies and the public for input during the NEPA scoping process. (Scoping, page 4) (See also Attachment 1, Table 1)

Although NEPA requires coordination with local governments early in the process, no effort was made by TCR, FRA or the Texas Department of Transportation (Joint Lead Agency) to consider the local plans and policies of Waller County. No consideration or analysis was made as to how the local plans might restrict or impact the decision to carry forward or eliminate corridor alternatives for further study at this point in the FRA analysis process.[1]

Additionally, the discussion in the scoping report is incomplete. The Council on Environmental Quality (CEQ) regulations governing implementation of NEPA requires that three types of actions, alternatives and impacts be evaluated in the EIS. (40 C.F.R. § 1508.28). There was no consideration of these elements during the scoping phase. Had the FRA at least discussed these elements in the Scoping Report, their focus may have changed. At the very least, the public and decisionmakers would have had better information from which to form its position.

3. Corridor Alternatives Analysis Technical Report (August 2015)

After releasing the Scoping Report, the FRA initiated an "independent" analysis of the potential corridor alternatives, the results of which were published in the Corridor Alternatives Analysis Technical Report (CAATR), August 2015, just four months later. At this stage, the FRA considered seven distinct corridor alternatives and transportation options, including the two recommended by TCR. Presumably, one would have expected the FRA to compare the seven corridors pursuant to NEPA and the 23 environmental criteria required under the FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545) since no NEPA analysis had been conducted prior on these corridors. However, they chose a different path, one that prioritized "meeting the economic viability determinations made by TCR," (CAATR page 2) as a basis for eliminating several of the viable and reasonable alternatives that deserved equal analysis pursuant to NEPA.

> *"This report reflects FRA's independent analysis and judgment in its capacity as the federal lead agency for the EIS. FRA undertook the Corridor Alternatives Analysis*

[1] The Council on Environmental Quality (CEQ) regulations for NEPA requires that "Agencies shall integrate the NEPA process with other planning at the earliest possible time to insure that planning and decisions reflect environmental values, to avoid delays later in the process, and to head off potential conflicts." (40 C.F.R. § 1501.2) In cases where actions are planned by private applicants, the federal lead agency is to "consult early with appropriate State and local agencies and Indian tribes and with interested private persons and organizations when its own involvement is reasonably foreseeable." (40 C.F.R. § 1501.2(d)(2))

> *documented in this report in accordance with FRA procedures and generally accepted practices guiding the identification and evaluation of potential corridor-level alternatives. Because the Project is a private proposal by TCR, FRA's alternatives evaluation documented in this report is premised primarily on complying with TCR's technical requirements for the high-speed rail system and meeting the economic viability determinations made by TCR. FRA's additional screening criteria are directly related to FRA's role under NEPA: minimizing impacts to the natural and human environment."* (CAATR page 2, emphasis added)

Although the FRA makes mention of considering the environmental criteria they are required to review under their own procedures and NEPA, a close look at what they examined reveals they selectively chose impacts to consider, and did not equally apply the analysis to each alternative. (Attachment 1, Table 3)

Four of the seven alternatives were found to fulfill the "Purpose and Need" for the project. The "Purpose and Need" is defined as:

> *"supports the purpose to provide economically viable high-speed (200 mph) safe and compliant passenger rail service competitive with air travel (90 minute travel time from terminal to terminal) using the N700-I Tokaido Shinkansen in a fully sealed and grade-separated Corridor."* (CAATR page 9)

The BNSF, UPRR, I-45 and Utility Corridors were all found to meet the projects "Purpose and Need." At the very least, these should have been carried forward for a rigorous corridor level alternatives analysis as required by NEPA.

In fact, the FRA committed to doing so in the NOI to prepare the EIS. Factor "c," identified above, states that they will be "Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action." It does not then add onto this statement, "and other factors the FRA determines appropriate." If it did, it would be an unlawful statement because it would expressly violate the purposes and requirements of NEPA.[2]

However, this is exactly the path the FRA pursued. Instead of a rigorous analysis of the four "build" corridor alternatives that met the purpose and need statement, the FRA conducted what it describes as a "Fine Screening Analysis." It compared the four build alternatives based on their

[2] Additionally, the CEQ regulations require that when narrowing the scope of the issues for detailed study, the agency shall, "Identify and eliminated from detailed study the issues which are not significant or which have been covered by prior environmental review (Sec. 1506.3), narrowing the discussion of these issues in the statement to a brief presentation of why they will not have a significant effect on the human environment or providing a reference to their coverage elsewhere." (40 C.F.R. § 1501.7(3)) There is no discussion in the scoping or other reports as to why eliminating the other potential corridors from further study will not have a significant effect on the human environment. The FRA cannot answer this question because they did not examine the corridors from this perspective.

"physical characteristics," "operational feasibility," and six "environmental constraints." The environmental constraints were:

1. Number of stream crossings
2. Acres of wetlands
3. Acres of floodplains
4. Number of historic properties and archaeological sites
5. Acres of parks and national Forest/national parks
6. Acres of managed habitat areas

There was no consideration of air quality, water quality, endangered and threatened species, land uses both existing and planned, impacts to the socioeconomic environment or minority populations, public health or safety, or many of the other 23 impacts required to be examined according to the FRA's environmental procedures. (Attachment 1, Table 2 and 3)

Based on the FRA's selective analysis during their fine screening process, they eliminated three of the primary build alternatives, leaving only one build corridor to examine pursuant to NEPA, the Utility Corridor. The Utility Corridor directly impacts Waller County.

One of the primary reasons for eliminating the 1-45 Corridor was it passed through the National Forest, managed by the U.S. Forest Service.[3] This decision, made without the required NEPA analysis, favors the federal landowner over the private landowner. It also favors saving trees over harming minority communities, conduct NEPA expressly prohibits. In fact, the primary purpose for NEPA is to ensure that potential impacts are compared equally and not selectively. The FRA's analysis improperly resulted in carrying forward "one" build alternative corridor that cuts through Waller County, a county whose population is 52% minority.[4]

At the very least, the FRA should have carried forward the four corridor alternatives for a side-by-side comparison as to their potential impacts weighing equally the 23 environmental criteria set forth in their procedures. However, instead, they selectively chose from that list to narrow the alternative down to the one preferred by TCR at the beginning of the project – the Utility Corridor.

---

[3] CAATR page 14: The I-45 Greenfield Corridor extends from north to south through the Sam Houston National Forest. The interstate right-of-way within the boundaries of the forest is narrow to maximize acreage within the forest. To widen the interstate right-of-way within the forest or locate the high-speed rail right-of-way adjacent to the interstate right-of-way would be anticipated to create significant impacts to recreation resources and managed habitat, as shown in Table 2. In comparison to the other potential corridor alternatives, the I-45 Greenfield Corridor has the potential for tremendous environmental impacts that would not be anticipated to result from any of the other potential corridor alternatives. Therefore, FRA eliminated the I-45 Greenfield Corridor from further consideration based on failure under the Environmental Constraints screening criterion.

[4] 40 C.F.R. § 1501.2(c) Study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the Act. By carrying forward only one build corridor through Waller County, there is no other alternative being studied that would resolve the conflicts this project is causing for the County and its residents.

4. Alignment Alternatives Analysis Report (November 6, 2015)

November 6, 2015, the FRA released their Alignment Alternatives Analysis Report (AAAR), just three months after selectively choosing the Utility Corridor as the only path for the proposed rail. Here, they examined 21 potential alignments within the Utility Corridor. In some sections of the corridor, only one alignment was identified, and in others, such as that which travels through Waller County, five potential alignments were considered (Hockley Geographic Group).

Again, it would be reasonable to assume that at the very least the FRA would compare the five alignments within the one corridor in Waller County, through the lens of NEPA and the 23 environmental criteria of their NEPA procedures. Remarkably, they did not.

First, they considered whether each alignment met the "purpose and need," "alignment objectives," and "design guidelines." Four of the five alignments passed and were carried forward. Second, they considered 16 environmental concerns and incorporated cost and construction factors into the analysis to determine which of the four remaining alignments would be carried forward for analysis in the Draft EIS.

Understanding the methodology they used to eliminate alignments is challenging. They attempt to determine whether there is a "direct" or "indirect" impact for each environmental criterion. However, their application of "direct" and "indirect" impacts is quite different from that required under NEPA.[5]

FRA considered a "direct" impact if the action occurred in the 125 foot right of way (ROW). If a house resided inside this ROW, then the impact would be "direct" and recorded under the environmental criterion of "structures." If an impact was outside the 125 foot ROW, but within 1,000 feet of the centerline, then it would be an "indirect" impact. Presumably, anything beyond the 1,000 foot area had no impact. So, even though the action may cause a cumulative impact and may have an indirect effect well beyond the 1,000 foot area, it was not considered.

Additionally, the information they used to make these determinations was "desktop level research and data collection." (AAAR Page 24). There were no field surveys or coordination

---

[5] 40 C.F.R. § 1508.8"Effects" include: (a) Direct effects, which are caused by the action and occur at the same time and place. (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

with local governments to gather this information. If the data was not in a computerized source they reviewed, then it was not counted.

Further, each environmental criterion was then reduced to a number to represent the degree of the desktop accessed impact and given a ratio number between 1 and 4. Based on this number and a similarly calculated cost and construction factor number, a determination was made as to which alignments would be carried forward. It was a mathematical calculation, not an actual assessment of the impact. In Waller County, this resulted in narrowing the alternatives to be carried forward and finally to be analyzed pursuant to NEPA to one alignment within one corridor. (Attachment 1, Table 4 & 5)

Interesting to note, is that while the FRA initially considered 16 environmental criteria at this stage, they dropped four of these from early screening consideration. They were "community facilities, historic properties, hazardous materials and U.S. Census block groups with over 50 percent poverty population." (AAAR Page 29). Their reasoning was that "they did not create any differentiation between the scoring of the potential route alternatives at this level of analysis. For example, this desktop level analysis did not identify any historic properties within the 125-foot buffer, (62.5 feet from the alignment centerline) although they are expected to be present."

Had they assessed these impacts closer, particularly those which fall within the category of social justice, and also looked beyond the 1,000 foot zone, they would have had to report to the public and decision makers that the impact to Waller County was significant. They would have also had to report that anywhere they placed the rail in Waller County was going to impact a community that was over 50% minority.

Had they properly compared the four build alternatives that met the purpose and need statement pursuant to NEPA, they would have had to compare and analyze whether the impact to minority communities was significant alongside their premature decision that the impact to the national forest was significant. It is conceivable that the public and other federal decisions makers would have called for a different preferred corridor.

The FRA should pull back now, and prepare a programmatic EIS that analyzes the four build alternatives pursuant to NEPA. Once this analysis is completed, then they should begin a segment-by-segment alignment analysis, also pursuant to NEPA.

B. The FRA is Preparing an EIS to Justify Decisions Already Made

The primary purpose of an EIS is an "action-forcing device" to be used to "plan actions and make decisions. It shall provide full and fair discussion of significant environmental impacts and shall inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment." (40 C.F.R. § 1502.1)

A record of decision issued by the FRA approving the rail project at the end of the EIS process will authorize the private company to begin the actions necessary to build the rail, including the

condemnation of private land in Texas. A "No Build" decision would prevent the rail from being constructed. Until the Dallas to Houston High Speed Rail project receives this environmental clearance, no landowner should be harmed, impacted, or be forced to allow TCR to physically occupy his land.

A critical principle of NEPA is that the analysis should not be prepared for the purpose of justifying an outcome. The analysis needs to be unbiased, impartially prepared, equally weighing all the impacts in such a way as to ensure the purposes for the act are fulfilled – that man and nature exist in productive harmony. The CEQ regulations specifically prohibit the type of statement preparation the FRA has pursued.

> *40 C.F.R. § 1502.2 (f) Agencies shall not commit resources prejudicing selection of alternatives before making a final decision (Sec. 1506.1). (g) Environmental Impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made.*
>
> And;
>
> *40 C.F.R. § 1502.5 ... The statement shall be prepared early enough so that it can serve practically as an important contribution to the decisionmaking process and will not be used to rationalize or justify decisions already made (Secs. 1500.2(c), 1501.2, and 1502.0)*
>
> And;
>
> *40 C.F.R. § 1506.1 (a) Until an agency issues a record of decision as provided in Sec. 1505.2 (except as provided in paragraph (c) of this section), no action concerning the proposal shall be taken which would: (1) Have an adverse environmental impact; or (2)Limit the choice of reasonable alternatives.*
>
> *(b) If any agency is considering an application from a non-Federal entity, and is aware that the applicant is about to take an action within the agency's jurisdiction that would meet either of the criteria in paragraph (a) of this section, then the agency shall promptly notify the applicant that the agency will take appropriate action to insure that the objectives and procedures of NEPA are achieved.*
>
> *(c) While work on a required program environmental impact statement is in progress and the action is not covered by an existing program statement, agencies shall not undertake in the interim any major Federal action covered by the program which may significantly affect the quality of the human environment unless such action ... (3) will not prejudice the ultimate decision on the program. Interim action prejudices the ultimate decision on the program when it tends to determine subsequent development or limit alternatives."*

The FRA has violated these provisions. Instead of preparing a programmatic EIS analyzing the four build alternative corridors that passed the purpose and need test, the FRA has selected one

corridor and a specific alignment within this corridor before conducting the required NEPA analysis.

Landowners near the Utility Corridor and selected alignment have been harmed. TCR is actively surveying the 1,000 foot impact area and landowners have been threatened with court action if they refuse to allow TCR access to the private land.

Development in Waller County has all but stopped as investor's are on hold waiting to see which parcels of land will be impacted. The FRA's actions to this point have had an adverse environmental impact, have limited the choice of reasonable alternatives, and have prejudiced the ultimate decision on the program.

The heart of the environmental impact statement is the discussion of alternatives. Because the FRA has improperly selected one build alternative, it has failed to provide the meaningful comparative assessment necessary for proper decisionmaking. "Based on the information and analysis presented in the sections on the Affected Environment (Sec. 1502.15) and the Environmental Consequences (Sec. 1502.16) it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public." (40 C.F.R. § 1502.14)

There is nothing for decisionmakers and the public to "compare" the analysis to. The FRA is offering only one build alternative to be compared against "no action." How futile will the "affected environment" and "environmental consequences" discussion be to ensuring an informed decision? Of course, it is not futile if the intent from the beginning of the proposal was to build a High Speed Rail System in the Utility Corridor. This approach, whether intentional or not, is clearly unlawful under the provisions of NEPA.

Two of the four build corridor alternatives were eliminated because it would have required negotiations with freight rail companies, the BNSF and UPRR alternatives. However, the FRA has said they will consider reassessing these if restrictions on the Utility corridor make this necessary. (AAAR page 3). What this means is that negotiations with the freight rail companies are possible, and reasonable. The pro's and con's of doing so should be examined equally alongside the other two alternatives, not eliminated at the outset of the project and, therefore, improperly preferring that alternative originally identified and recommended by the private company.

So, the FRA eliminated two alternatives because it would be difficult to negotiate with Freight Rail companies, eliminated one alternative because it would impact the national forest, in favor of impacting primarily rural landowners. This decisionmaking process not only reveals the FRA's bias against rural landowners, but also their ignorance as to the unique land uses and irreversible and irretrievable commitment of resources in rural Texas.

C. Local Significant Impacts to Waller County and WCSRPC's Jurisdiction Must be Resolved

As has been noted above, the FRA has a duty through the EIS process to work to resolve the conflicts a proposed project will cause to local communities.

> *"Study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the Act."* (40 C.F.R. § 1501.2(c))

The remedy provided through NEPA when conflicts cannot be resolved is to develop appropriate alternatives that avoid these conflicts. In the event this needs to be stated again, the FRA should have prepared a corridor level analysis pursuant to NEPA whereby it could have studied an alternative that resolved the conflicts imposed on Waller County.

Additionally, the FRA is required to discuss in the statement how the agency is going to reconcile the proposed action with the local plans.

> *"To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsistency of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exits, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law."* (40 C.F.R. § 1506.2(d))

Again the burden falls on the federal agency to "reconcile" its proposed action with the conflicts imposed on the community.

Numerous impacts and conflicts were discussed in the coordination meeting held last February that will need to be identified in the Draft EIS and the action the FRA will be taking to reconcile these conflicts. To date, there has been no effort by the FRA to contact our Commission in order to determine what reconciliation would be sufficient, even the FRA has been noticed of these concerns through the meeting with TXDOT.

Some of these issues are discussed below, but by no means covers every issue. This does provide some of the most critical and important impacts to our community we are currently aware of that need to be resolved prior to any further action on development of an EIS.

1. **Emergency Services**

Mr. Gary Ferguson, Director of the Waller Harris Emergency Services District No. 200 (District), spoke about how the High Speed Rail (HSR) will divide the district down the middle cutting off access to 25 roads. These roads are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels.

Also, the District is currently planning for an expected increase of residents due to the construction of the Daikon Goodman manufacturing plant. However, it is prevented from

carrying out its planning responsibilities in a sufficient manner because the potential of a proposed HSR through the District creates too many unknowns. For instance, if the HSR path does go through the District, whether or not the train will be elevated above grade or raised up 12 to 18 feet with no underpasses, changes every element of the District plans. The District cannot properly move forward and plan sufficiently because of the FRA's actions.

The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs $4.5 million for the building, equipment and staffing. An ambulance costs $300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions.

Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts.

2. Economic Development Impacts on the City of Waller

Mr. John Isom, Director of the City of Waller Economic Development Corporation discussed how the City of Waller was stunned when it discovered the HC-4 Route through the City's ETJ had been chosen with no opportunity for public input or comment.

The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center.

HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, $410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018.

The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources.

Goodman Manufacturing has stated their position on the HSR route HC-4 this way: *"..., we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options."*

Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a $280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing.

The City has a retail "leakage" of $352 million in our primary trade area and $584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services.

HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller.

Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities.

One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: *"Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route."*

3. Waller ISD Impacts

Mr. Danny Twardowski, Superintendent, Waller Independent School District (WISD), stated how he and his Board were never contacted or notified about the route being chosen. In fact, HC-4 splits the District in half. It is also located immediately behind one of the schools in WISD), which is totally unacceptable.

WISD encompasses 328 square miles in Region 4 of the District. It has 6,600 children and has added over 320 students in 2016 and over 700 in the past two years. WISD has a five to seven percent growth rate and is expected to double in size over the next 10 years.

For planning purposes of the District, we now need to know if the train track is going to be elevated, on grade, or subterranean. We need to know for our bus routes and safety of our students. The potential division of our District will cause our buses to travel many more miles, creating wear and tear on our equipment, which will need more maintenance and care.

WISD derives 45% of its funding from ad valorem taxation. Any diminution of property values will have a direct and negative impact on the future growth of our school district. With Daikin/Goodman coming to our community, those 6,000 employees will have children who will need to attend school and WISD would like for them to attend their District, but the District cannot make the appropriate plans for future growth and economic development around the HSR because of the many unknowns regarding the HSR. People are scared and are now not willing to move into the area for fear that the train will destroy their property values. This is a major issue for the school district and future planning. The FRA has already harmed the District by selecting this alignment without proper NEPA analysis.

Last November, WISD passed a Bond to build four new schools. Without knowing any details about the HSR, WISD cannot purchase land, make plans or know which routes to choose to transport their students. Some of their children are medically fragile and cannot be transported easily or for long periods of time. The HSR now creates significant issues that need to be resolved. WISD also plans on building a new satellite transportation facility, but without more information, cannot purchase land, make plans, or be as efficient with the public's tax dollars.

These conflicts must be resolved by the FRA before any additional environmental studies are released.

4. Other Community Impacts

Mr. T.J. Johnson, president of the Waller County Advocacy Group (WCAG) discussed numerous impacts on Waller County, which, according to government statistics, is one of the fastest growing counties in the nation. Impacts on the County include:

- **High Speed Ground Transportation Noise and Vibration Impact Assessment** by the FRA dated September, 2012 states that vibrations affect "sensitive" buildings like Concert Halls, television stations, recording studios, theaters and buildings like the Hewlett Packard facility where they house 1,500 servers. With up to 96 trains per day, this will cause significant impacts to HP, as well as, directly affect the viability and economic stability of the region. Ms. McNeely stated that the FRA was studying this very issue and would include it in the Draft Environmental Impact Statement. We ask that HP be directly contacted so that impacts to their facility will be taken into account and any conflicts resolved prior to the final report being issued.

- **Quality of Life** issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. Johnson estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to $3 million.

- **Katy Prairie Conservancy** – provides essential habitat for migratory birds and is designated as a **Global Important Bird Area**. A 200 MPH train barreling past this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important **wetlands** exist that will be irectly affected by a HSR corridor.

- **Kickapoo Preserve** – a high-end development for 500 new homes for Daiken/Goodman employees has begun construction with a detention pond. The developer learned about the HC-4 route and has decided to stop all development until further knowledge of the train and its route is known. (See map).

- **Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines** – all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children.

- **G & W Water** is the supplier of potable water for northern Waller county and southern Grimes County. They have funding approved and finalized to build a water tower and the train route falls directly on top of it.

- **Woodhaven Subdivision** was the area where three new schools were to be constructed, but that's on hold because of the HC-4 route.

5. Waller County Economic Partnership

Mr. Vince Yokum, Executive Director of the WCEP, a non-profit tasked with assisting the County to bring development, jobs and investment raised the following issues:

- Future road and thoroughfares through the northern portion of the County where the train is going to cut through. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all development.

- Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the

track depending on how it's built. Tropical Storm Allison proved that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered.

- Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train.

6. Economic Obsolescence

Mr. Don Garrett, a real estate broker, discussed the economic reality of a train coming through the community. He referred to this as Economic Obsolescence.

Using government studies, he explained how if anyone lived within 300 to 500 feet of the train, they're what he called the "Walking Wounded." In other words, the value of your land/home would be destroyed. The noise factor alone would do that. He likened it to living next to a freeway or in the flight path of an airport.

Mr. Garrett explained how bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose $3.6 million in annual revenue, $1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose $1.3 million and property tax collected by the county appraiser will be reduced by between $279,000 to $1.6 million annually from developments that will be ruined by the train passing through or near them. Nobody wants to see or hear a high speed train near their home or business.

The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. He requested the appraisers of the HSR look into what he calls Economic Obsolescence because it's going to cause people to lose value in their property, valuation of property to cause lower taxes collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes.

7. Historical Impacts

Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse.

Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery.

When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places.

Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land.

These are all historical sites that should not be destroyed by the HSR.

8. Public Safety

Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006.

There have been at least three known accidental releases of natural gas:

May 24, 2007 – 18,000 lbs released,
May 30, 2007 – 20,000 lbs released, and
June 11, 2007 – unknown quantity

On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away.

It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident?

This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur.

The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur.

Summary

The FRA has failed to properly study the four build corridors that met the purpose and need test pursuant to NEPA, and by so doing caused considerable harm to Waller County and unresolved conflicts. Development in Waller County has all but stopped as investor's are on hold waiting to see which parcels of land will be impacted. Local governments have put plans on hold, jeopardizing properly preparing for their communities future. The FRA's actions to this point have had an adverse environmental impact, have limited the choice of reasonable alternatives, and have prejudiced the ultimate decision on the program.

The only way the FRA can properly resolve these conflicts is to start the process over by preparing a programmatic EIS that begins with a comparative analysis of the four build corridors pursuant to NEPA.

Exhibit S

Code	Topic	Issue	Comment	Chapter/Pg
AE	Aesthetics	Inconsistency	KVP#27 is looking to the back of our property. Other segments of the landscape unit have newer suburban developments surrounded by open spaces for agriculture (KVP #27 and Figure 3.10-21). This landscape unit has a moderate visual quality, as shown instable 3.10-19, and a moderate viewer sensitivity. KVP #27 is a typical view of the landscape unit for all Build Alternatives. The view is from Becker Road facing south (Figure 3.10-80). The simulated view is shown in Figure 3.10-81. As shown in the simulation, the HSR system would be compatible with the area, which includes two large communications towers. The HSR system would be in the distance, and views would be partially limited by trees. Viewers in this area would be mostly residents, with some workers in agricultural and other industries. There would be some travelers on US 290 north of the neighborhood; however, this set of travelers would have a low sensitivity to the HSR system. Viewers nearest to the HSR system would have moderate viewer sensitivity, as shown in Table 3.10-34. Despite a slight reduction in visual quality to the landscape unit, the degree of impact in this landscape unit would be neutral because the HSR system would be compatible with the area and viewer sensitivities are moderate. Mitigation measures for visual impacts are described in Section 3.10.7 They clearly ignored that we have a huge wedding sign right next to where they took the picture, they ignored the historic Victorian mansion, the lake, the pond, the landscaped acreage, the gardens, the fountain, the paved lot and drive, etc. They ignored this was a wedding venue and stated this would be a neutral impact which it would actually shut down the business and have a huge negative impact on this business resulting in loss of jobs and tax dollars. The main people that would see the train would be brides and their guests and not agricultural workers. The 18 acres is an LLC and not agricultural.	Pg. 591 In Merged Deis, Pg. 643 And 645 In Merged Deis,
AE	Cumulative Analysis Of Resources	Gap	Only one being several visual impacts but rural so not that bad. 12 locations only. From SEC	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 4.1 Es 9.11
AE	Key View Points	Inconsistency	“The assessment identified potential locations where the HSR system could constitute a significant aesthetic or scenic impact. FRA identified 13 landscape units, a defined boundary within the Project’s area of visual effect, along the Study Area, as well as key viewpoints (KVPs), or a location that represents the view of the landscape unit.” How the FRA could only identify 13 landscape units with scenic value is an absolute mystery. Every landowner views his land as scenic as do all the people who live or pass through our country paradise. Putting an at grade or elevated track will not enhance beauty anywhere.	

Code	Topic	Issue	Comment	Chapter/Pg
AE	Mitigation Measures	Inconsistency	As per the Section 3.10.6.1 Mitigation Measures - The following Mitigation Measures (MM) would minimize the aesthetic and scenic impacts of Build Alternatives A through F. AS-MM#1 Public Outreach—Public Meetings with Impacted Neighborhoods. As part of the LID approach, TCRR shall continue to incorporate stakeholder input into design throughout the project to inform their decision-making process. Prior to construction, TCRR or its contractors shall present visual impact mitigation strategies to the following neighborhoods: Saddle Creek Forest Development (Grimes and Waller counties), Plantation Drive (Grimes and Waller counties), Mallard Crossing (Harris County), Stone Creek Ranch (Harris County), Mallard Crossing (Harris County), Stonegate (Harris County) and White Oak Falls (Harris County). For all other residential areas, public comments from the Draft EIS will be incorporated into the Final EIS. The responses and comments would be used to guide mitigation measures implemented during construction and operation of the HSR system. I am a Stone Gate homeowner. I have lived here for 16 years with one address. I have been following the Texas Central High Speed Rail project from 2014 when CLS contacted me to see if my home was for sale on two occasions. I have requested verbally and in writing that the Stone Gate neighborhood be involved, be notified and included in open house meetings and requested a neighborhood meeting for the residents. At the initial open house meeting at the Tin Hall in 2014, very few residents were sent an email from the HOA 30 minutes before the meeting. Not every homeowner got the email as many are not on the list. This gave no one time to plan to attend that meeting from the start. I requested at the open house meeting written notifications be send to each homeowner in the community. This was totally ignored. I continued my requests during the Surface Transportation Board (STB) process and in other forums and YET NOT ONE letter was sent to the homeowners. I would know since I have been activity following this and interviewing my neighbors. I never received any written notification of any type of involvement with Stone Gate and Texas Central Rail. The Stone Gate neighborhood was excluded from this process while the DEIS was being prepared, so our input was not included as the Section above indicates. However, Texas Central reps met with the Townlake neighborhood two miles up the road from Stone Gate and the proposed route. Here's the problem with this process. TCR and its third party vendors have not included all homeowners in the Stone gate community. They may have a public outreach after the March 9th comment period is over. That means Stone Gate residence concerns will not be part of the Final EIS. That's a huge problem. I am requesting the following: Certified return receipts letters be sent to everyone in StoneGate inviting them to a community meeting sponsored by Texas Central. An advance notification of two weeks to allow residents to make allowances in their schedule to attend. The meeting time to be set at 7pm to allow residence who have longer commute times to attend. The meeting to be set at a location to accommodate all community members and close to our neighborhood. Details of how TCR will mitigate sound disturbance, vibrations, decreased land values, visual pollution and other concerns of the community. The comments from this meeting must be included in the final DEIS or a decision of the No Build Alternative should be selected	
AE/LA	Constructability Site Selection Criteria Sites For Construction Stages Areas	Gap	The Environmental repair and reclamation of Temporary Construction Sites such as Staging or Pre-Cast Construction Sites. The FRA has included no Environmental expectations or requirements regarding the return of any Temporary Construction sites to their original or better condition/use. Will the sites be returned to their original use for Hay Production, Cattle Grazing, or Farming. For forested areas, will TCRR be required to replant trees	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 4.2, Pg. 23

Code	Topic	Issue	Comment	Chapter/Pg
AQ	2040 Passenger Vehicle Emissions Reduction	Bad data	They have 1.3 and 1.2 bil VMT deduction. That is 2.5 bil, so divide by 239=10.6 mil cars, which is way too many for the 7.2 mil HSR passenger count. Then you must assume it's 478 miles per trip saved which is 5.340 mil cars of the road. I am thinking they are counting each trip as a RT to inflate the miles removed.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3.2-15R
AQ	Calculated Vmt	Bad data	3.2 mil cars above they are counting each car saved is removing a round trip. Following this logic, the 3.2 mil cars from the Table E3.2-9 would be removing 6.4 mil cars on ISL which means 17-18k cars a day of AATD along 46. That is from a low point of about 28-30k AADT that includes semi/local and feeder road traffic. Hugely inflated if my logic is correct.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3.2-11
AQ	Emissions	Bad data	"The long term forecast for annual ridership in 2040 would be 7.2 million passengers per year. TCRR estimates that 89 percent of the existing travel for the Dallas-Houston corridor currently occurs by car (private vehicle), while the remaining 11 percent occurs by air or bus. Based on this majority share, it was assumed for this EIS analysis that potential HSR passengers would primarily shift from private vehicle to rail. For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor. Therefore, the mode shift would not be assumed to constitute the majority of travel along IH-45. Because station planning focuses on accommodating the long term and peak capacity facility needs, annual passenger ridership was not projected by TCRR for the initial service (2024) level. However, the number of trains was projected, which was used along with the train passenger capacity, and the average occupancy rate derived from the future service level ridership, to estimate an initial service level passenger ridership. With 68 trains per day, at a 62 percent occupancy rate of each 400 passenger-capacity train for 365 days per year, an annual ridership of 6,155,360 passengers was estimated." Assuming that all 89% of the people traveling by auto between Dallas and Houston in 2040 would switch to HSR is ludicrous at best. Assuming that 6,155,360 people would switch from car to HSR in 2024 is even more ludicrous. This is Texas, not Japan or France. Our transportation system is set up for automobiles. In addition, HSR will be too expensive for most people as it will be comparable in cost to air travel. The Amtrak High Speed Acela, which operates in the most densely populated corridor in the US, only carries 3.4 million passengers a year after being in service for 18 years and the cities served by Acela have the job density and transit infrastructure to support HSR. All of the decreases in air emissions based on these numbers are flawed. There may be a slight decrease in auto emissions but the HSR emissions are accurate and will increase overall emissions as the trains will run whether they have passengers or not. In addition, the emissions for ongoing maintenance, switching, and the nightly track sweeping operations were not included.	3.2.3.2.2

Code	Topic	Issue	Comment	Chapter/Pg
AQ	Emissions	Bad data	"For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor.19" This data is flawed as it using an average per station for the entire route which factors in traffic in Houston and Dallas who are very unlikely to travel to the other city. In order to achieve a more realistic data point one must use a data point near the center of I45. If you look at a data point just north of Fairfield you come up with these figures based on the AADT Route ID IH0045-KG 2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 Please see the link http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html and highlight AADT and future traffic on the left hand side. Follow the data points along I-45 Using these figures of 54,490 of daily traffic and accounting for 32.4% of truck use and 35% of local traffic supported by TX Dot appendix, this leaves a total of 67.4% than would definitely not use the train. This figure leaves 32.6% that may travel this route to Houston and Dallas. This is estimated to be 17,763 cars per day.. 14% which is what they are using above of this figure puts the number at 2,486 vehicles a day removed. This greatly affects the emission and VMT estimation. We can also run the data with ridership as well to prove that their ridership numbers are absolutely unproven and flawed. Please let me know if you need to see the work regarding ridership as we have done a lot of work on this. We are working on a table now to show everything with citations.	Deis P 3.2-13
AQ	Mitigation Measures	Gap	15 mph speed limit how is that enforced. AQ-MM#3: Construction off-road vehicle speed limitations. During construction, TCRR and its construction contractor shall limit vehicle travel speeds on unpaved roads to 15 mph.	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Aq-Mm#3:
AQ	Mitigation Measures	Gap	how is all this enforced? AQ-MM#4: Road surface maintenance. During construction within urban areas, TCRR and its construction contractor shall promptly remove track out of soil on area roadways when it extends 50 or more feet from the construction site and at the end of each workday. AQ-MM#5: Construction equipment. During construction, TCRR and its construction contractor shall limit idling of construction equipment during periods when the equipment is inactive, and properly maintain construction equipment in accordance with the manufacturer's specifications. AQ-MM#6: Ground disturbing activities. During the construction period, TCRR and its construction contractor shall phase ground disturbing activities to the greatest extent possible to reduce the amount of disturbed surfaces at any one time. Implementation of the above mitigation measures during construction period would reduce localized PM10 and PM2.5 emissions by reducing fugitive dust and exhaust from construction and on-road vehicles. These mitigation measures could also reduce the quantity of other criteria pollutants (NOx, VOC and CO) and GHG emissions by limiting idling or otherwise controlling exhaust emissions from construction and on-road vehicles. No new air quality violations of the NAAQS would occur during operation of the Build Alternatives; therefore, no adverse significant long term operational impacts would occur and thus, no operational mitigation measures would be required.	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.2.6.2

Code	Topic	Issue	Comment	Chapter/Pg
AQ	Vehicle Emissions Reduction General Conformity Emissions	Bad data	Same deal except the double is being doubled again to get emissions to NAA. i.e. E-19e you have Dallas cars at 1.5 mil and trip in Freestone being 31.9+31.9=63.8. So, the return trip is included to get the 97 mil that would be then adds Houston to the mix same way. Take the208,200,709 FRE NAA VMT divide it by 31.9 and you get 17,881 VEH per day on HSL. Which if you take the 1.2 passengers per car get you to 7.8 mil passengers at ISL level.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3-19
AQ	Vehicle Emissions Reduction General Conformity Emissions Hgb Naa Ih-45 Miles And Vmt	Bad data	They are using I assume the N-S distance of Harris County to get the 56.8 miles for Harris County. This inflates the VMT and emissions for car reduction portion of this data.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3-19C
AQ/GG	2040 Passenger Vehicle Emissions Reduction	Inconsistency	again the 2040 is about 2.5 bil miles the math does not work at 240 miles but only at 480 miles also the increase from 2024 to 2040 is to even close to each other Dallas or Houston. I think they are doubling the VMT to increase the emissions?	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.2-13
AQ/GG	Air Quality And Greenhouse Gas Operational Emissions Calculations	Inconsistency	1.2 passengers per car inflates the cars removed number 2043 market share 21% which other charts have it 2040. Why is 2043 still issuing 89% car share? This inflates the cars taken of the road.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Pg. 34
AQ/GG	Calculated Vmt	Inconsistency	assume this is VMT in the metro area and with a 16.8% increase where above it stated 200% (should be 100% double to 106k avg AADT) it does not add up. if cars removed from highway in 2040 is 5.3 mil then 240 miles is not 2.5 bil miles appears to be taking the cars removed from highway in passenger counts and doubling it. IE you have 5 mil passengers that remove 3.8 mil cars that should be 3.8 times 240 and the chart almost appears to be taking the cars removed from highway in passenger counts and doubling it.	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.2-4
AQ/GG	Emissions	Gap	If total gas is used then why isn't the added cars for the road near Houston station included due to the poor mass transit. Removing GHG in attainment areas and moving some of the gas burned into the non-attainment. I do not see that number but it's stated more cars in the station areas so it's there but not addressed	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf
CG	Annual Ticket Revenue Impacts For All Build Alternatives	Inconsistency	Above chart 3.14-22 it states 15-39 bil in state tax and all I can see is the 39Bil on the low-end number on next page.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-22

Code	Topic	Issue	Comment	Chapter/Pg
CG	Annual Ticket Revenue Impacts For All Build Alternatives	Bad data	One state 199 and the sales tax at .0625 confirms its 199 for both 5 and 7.2 mil. 21% market share needs to on the 14 mil trips that is 2.8 mil passengers. How can air be impacted by 1.3 mil when only 1.2-1.4 mil fly. Sales tax is over inflated for sure.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-22
CG	Constructability- Aggregates	Gap	Market and Supply Chain Impact on the local Areas taking into account other Construction Projects. FRA's report is too General and does not appropriately assess the full impact to the supply chain for aggregate required by the HSR Project and particularly how it impacts other Concurrent Construction Projects all along the route in multiple counties. The needs of this huge project could significantly and negatively impact, City, County, State and Federal Construction Projects to the extent of them being significantly being delayed or cancelled due to lack of available materials.	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 2.4, Pg. 4 Of 34
CG	Economic Impacts Permanent Impacts: Employment, Earnings, And Sales And Use Tax	Inconsistency	Why is all the no build have future growth so build does not harm but tax rev and such is based on no grown in a no build scenario??	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.3
CG	Economic Impacts Permanent Impacts: Property Tax	Gap	Only talks about tax increase for acquired lands from AG exemptions/over 65. Loss of value due to buildings taken but nothing on the lower value next to the tracks.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.3
CG	Homestead Exemptions And Property Tax	Bad data	"Properties or portions of properties currently receiving homestead, over-65, or disabled homeowner exemptions would not be exempt once acquired by TCRR, leading to an increase in tax revenue." And they act like these homestead, elderly and disabled people will just disappear and not move elsewhere and get their tax breaks. They have overestimated property tax basis here in every county	Deis P 3.14-16, Deis P 3.14-33
CG	Net Change In Property Tax Revenue For Acquired Property $2016 (Thousands)	Bad data	If property tax rev I assume its not for any TCR built infrastructure just conversion of exempt land (ag exempt, homestead exemptions) to full tax? Also ** has Waller county tax impacts on weighted blend of value for all segments in Ellis county. Can't use Ellis county to value Waller county as the table does.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-25
CG	No Build Alternative	Inconsistency	If no build would not contribute to growth then the build states that it would no impact those areas – Can't have it both ways.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.17.5.1
CG	Outreach	Bad data	Food banks were contacted but none in grimes since they did not know of any. The Grimes county GOP donates to I think 5 of them. My neighbor volunteers at the Bedias Food Bank, so assumption completely false	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.3.3

Code	Topic	Issue	Comment	Chapter/Pg
CG	Outreach	General info	Pg. 927 says they will hold more meetings if necessary.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.3.3
CG	Population Growth	Bad data	NY study on super commuters which included commutes of 90 min or 180 miles. 90 min should not be counted as a super commuter as that might be just Huntsville to south side of Houston this is different from the 218% increase from 2002-2009 that a NY study did that AADT counts in the middle actually dropped from 26k to 24 k in that same time period. Its flawed big time as it does not hold up to back testing	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.2
CG	Population Projections By County (2010 - 2040)	Inconsistency	2010-2040 is only 20% increase (TCP has stated it would double)	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14.4
CG	Property Tax Revenue Property Premiums	Gap	No Discussion in the DEIS on the Significant Negative Impacts of Tax Revenues due to lower Property Values. The DEIS includes evaluations about the Property Values around the HSR stations, but totally omits the Negative side of the evaluation, that is the LOSS of Tax Revenue all across the state as a result of the presence of the HSR. Property Values out several miles from the route must be evaluated to credibly and fully understand the Loss of Tax Revenue. Only then can a credible Cost/Benefit analysis be done regarding Tax analyses.	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis)_Main Text Iii Sect. 3.14.3.2.3, Pg. 5 Also Sect. 3.14.3.2.5, Pgs. 6-7
CG	Roadways, Overpasses And Tax Dollars	Inconsistency	Limestone city - Looking at Table 3.14-25: Net Change in Property Tax Revenue for Acquired Property $2016 (thousands) and Table 3.11-44: Limestone County Roadway Modifications it looks like Limestone County will both lose Property Tax Revenue and gain 2 CR overpasses. So negative impact for them.	Table 3.14-25 Chapter 3 Socioeconomic And Community Resources
CG	Roadways, Overpasses And Tax Dollars	Inconsistency	Navarro City - Looking at Table 3.14-25: Net Change in Property Tax Revenue for Acquired Property $2016 (thousands) and Table 3.11-42: Navarro County Roadway Modifications it looks like Navarro County will gain some tax money but looking at their CAD website, most of it goes to the ISD. I count 3 CR overpasses and using the CAD "Navarro county road and bridge tax rate" I get a total $2,094 per year and then divide by 3 to get $698.13 per overpass per year. Question: Is $698.13 a year enough to maintain an overpass?	Table 3.14-25 Chapter 3 Socioeconomic And Community Resources
CG	Roadways, Overpasses And Tax Dollars	Inconsistency	how in Grimes you take land away from ag and move it to full value with a station and MOW , oh also a 40 miles of tracts and only get avg of $213,000 I assume a year. So 1 billion investment only gives us 213,000 increase in property tax REVENUE? Look at negative impacts in Harris County	Table 3.14-25 Chapter 3 Socioeconomic And Community Resources
CG	Sales Tax	Inconsistency	Numerous tables and estimates of sales tax being paid which will not be paid in the state of Texas per comptroller. Please see email info. 15-39 billion stated in Discussion but tables are about 2 billion. None will materialize but being stated by TCR to every legislator, the public and the media.	
CG	Summary Of Socioeconomic Impacts By Build Alternative	Gap	Any accounting for lost jobs due to lower AG income and such? 241K jobs impact for construction and 17 years operation. Any source on this? 10K per year and 1K for the 17 years you are well under 100K jobs from TCR. Need supporting data	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-29

Code	Topic	Issue	Comment	Chapter/Pg
CG	Tax On Tickets	Bad data	There is a 7.5% excise tax to Feds on airline tickets. This is omitted in the DEIS tax table 3.14-22. This is only for airline tickets and is not on rail tickets. This will be a net loss to the federal govt. Did a flight on saw for Monday RT. See below for price breakout. Saw the excise tax and found what that is. Also wonder if any TSA fees will be assessed? Federal Excise Tax: A federal excise tax of 7.5% is charged on airfare. Segment Fee: A segment fee of up to $4.00 USD does apply per flight segment. A flight segment is defined as one takeoff and one landing. Jan 11, 2018 But anyways the money lost to the state should actually be 7.5% vs the 6.25% and be contributed to a loss for the federal government. None of this is shown in the table Please let me know if you need to see the picture of the airline ticket to see all the different fees (there is no state sales tax)	Deis Tax Table 3.14-22
CG	Technical Memorandum Socioeconomic And Community Facilities Hsr Construction Cost Estimate	General info	Cost breakout	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf
CG	Roadways, Overpasses And Tax Dollars	Inconsistency	Texas Central continues to dispute the $199 average ticket price in the DEIS (Table 3.14-22) that is used for "various economic calculations": However, they continue to tout the results of the "various economic calculations" that use the $199 average HSR ticket price. Texas Central also disputes the $199 average airfare the DEIS uses, and says the average airfare is $147. However, while the DEIS provides a source for the $199, Texas Central provides no source for their number. At the press conference announcing the preferred Houston Station location, a Texas Central official said that the proposed HRS's ticket price would be sort of an average of 2/3 of airfare. At 2/3 of $147, the average HSR ticket price would be $98, or less than half of $199. Plugging $98 into Table 3.14-22 will reduce the calculated sales tax revenue by more than half. Texas Central touts the sales tax revenue computed in Table 3.14-22 on their website. Under the heading "The DEIS findings on the North Texas Bullet Train Station's many economic benefits:" they state: "$10 million – Estimated local sales tax produced from the train's ticket sales in Dallas County." Directly under that they urge people to contact FRA about the DEIS. The $10 million is calculated using $199 HSR average ticket price. Patch.com says "[Mayor] Turner said the privately-funded project will nit [sic] cost the taxpayers, but rather the city will benefit from the sales tax — projected at $12 million a year." Is this number also calculated using an average $199 HSR ticket price? This is not insignificant. Elected officials and the public both may be influenced by the projected sales tax revenues. It is unethical for Texas Central to simultaneously tout the results of a calculation that uses the $199 average ticket price and say that the $199 ticket price is a "rumor". FRA should immediately issue a result of NO BUILD due to Texas Central's lack of ethics. Barring that, FRA should require that Texas Central not only fix the numbers in Table 3.14-22 but all items in the DEIS that they say are incorrect - an errata sheet should be provided - only then should the 60 day period re-start and public meetings should be re-held.	

Code	Topic	Issue	Comment	Chapter/Pg
CG	Sales Tax	Inconsistency	"As shown in Table 3.14-22, HSR ticket sales could generate between $15 billion and $39 billion in sales tax for the state plus $5 billion to $12 billion in local tax revenue." As flawed as Table 3.14-22 is, it does not show that "HSR ticket sales could generate between $15 billion and $39 billion in sales tax for the state plus $5 billion to $12 billion in local tax revenue". According to Table 3.14-22, it would take 694 years to reach $39 billion in sales tax for the state. This is absurd. This is a simple math issue. If the people creating the DEIS can't do math, then every number in the DEIS is called into question. This is not a minor error. If it were insignificant, it would not be in Texas Central's video. Members of the public and public officials both could very well be influenced by the state of Texas getting $39 billion in sales tax revenue. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.	
CG	Ridership	Inconsistency	"Dallas to Houston High-Speed Rail Draft Environmental Impact Statement" dated December 2017 uses Texas Central's proprietary documents as a basis for ridership. Texas Central refuses to release these proprietary documents. These documents are described in the DEIS as the "proprietary market demand study undertaken by TCRR" and the "TCRR ridership and revenue report". This is not open government. The FRA could have chosen several different public documents, such as the Reason Foundation's February 2017 report "Texas High Speed Rail: Caution Ahead", or TxDOT's December 2013 "Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5" for ridership numbers. Why did they choose a proprietary report instead? The proprietary report is an extreme outlier, with 7.2 million riders per year, compared to Reason's 1.4 million and TxDOT's 700,000 to 2.7 million. The ridership numbers are not unimportant as they inform such things as reduction of vehicle miles traveled (VMT) which informs emissions calculations. Using Texas Central's proprietary documents, the DEIS says 14,630 cars per day will be taken off the road. Using Reason's numbers only 816 cars per day would be taken off the road. The proprietary report's ridership numbers give 18 times the number of cars per day taken off the road as using publicly available numbers. The emissions removed and reduction in traffic could inform many people's opinion of the HSR, both members of the public and public officials. Another instance the DEIS uses ridership from the proprietary report is calculating sales tax revenue. The DEIS states $20 million a year for Houston and Dallas combined. Based on the DEIS table 3.14-22, this number could be overstated by 2.5 to 10 times, compared to publicly available sources. This could easily influence both the public and public officials. Additionally, Texas Central is saying the $199 average fare is a "rumor" (implying it will be lower but not saying what the average train fare will be) used to calculate the sales tax revenue while simultaneously promoting the sales tax revenue of $10 million for Dallas. This is unethical. Another private project, All Aboard Florida, does include a ridership and revenue study in its DEIS - Appendix 3.3 F Ridership and Revenue Study Summary. FRA cannot use a secret, proprietary report as its basis for ridership in the DEIS. This is not open government. If Texas Central wants to keep its ridership and revenue report secret, that's fine, but the DEIS must use another source for ridership and revenue. As a result, the DEIS is fatally flawed and must be rescinded. FRA should immediately issue a decision of NO BUILD.	
CG	Sales Tax	Inconsistency	Texas Central is still spreading the manure from the DEIS that the HSR will generate $15 - $39 Billion in sales tax revenue from ticket sales on its website AND telling people to comment on the DEIS: https://www.texascentral.com/ itstime/ Even if every number in the DEIS's Table 3.14-22 were correct (big hint: they are not), it would take over 600 years to reach $39 billion in sales tax revenue. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.	

Code	Topic	Issue	Comment	Chapter/Pg
CG (?)	Staffing Assumptions Table 9	Inconsistency	110 is on this page before 124 BV station since some of the positions are very thin so reduction of 14 full time folks will be a major impact.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 28 Of 199
CG/CH	Methodology	Gap	FRA talked to 12 people about the land use near stations. Was any for Grimes and any increase in growth included for Grimes county. Burden on ISD in area with a 12 mil station and track will not pay for the huge increase in student enrollment. Iola ISD has 700-800 students total, Richards ISD has 200 and Anderson Shire has 800 or more. So, if 2000-4000 new students in Midstop area will tax school infrastructure, can we get the list of the 12 people????	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 4.3
CG/MP	No Build Alternative	Inconsistency	No build has no access to save, reliable and efficient mode. 199 each way not useable for the Environmental justice as one county will have zero facilities – Madison so no jobs and no access	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.5.1
CG/NV	Community And Cultural Resources	Gap	Why not more yellow with black dots? As Megan explained to me was that you have to look at the section that defines partial or full takings. That is not what tcp supplied but an aecom standard practice. So using that same method allows each route to be analyzed the same. No good way to determine impacts on door to door case as no one knows the actual takings that tcp does. Using the rules on takings and if the house is on a tract that would fit a full taking then it's not counted as a noise impact but as a taking. We went through maps and found one on a 45 route that I could tell by tree lines the Tract boundaries. Had one that it clipped the Tract decent amount with a house and no yellow dot. Then next door had a Tract with house that it barley caught the edge and it had a yellow dot. But white oaks yellow dots did not make sense. Only thing she said was maybe due to the closeness of the houses that some yellow dots were left off. If a house that has no yellow dot today due to aecom saying full taking. Then tcp either can buy the Tract or have to install sound barriers. Hence why I think tcp wants to buy out Dana. But another thing is if tcp must install sound barriers or improve the house to sound is ok. The. What happens with raw land that needs to be built on? Tcp will not pay for barrier wall so builder would have too which decreases the price.	16 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalres ources_Set_3Of3.Pdf Segment 5 Sheet 246 Of 257
CG/NV	Community And Cultural Resources	Gap	More yellow with black dots Noise- Per DEIS rules of partial takings and full takings that the noise impacts was measured using that rule. So that is why you see some that has the noise impact yellow dot and others don't. If it's a full taking the house is put in the taking list and not the noise list. We went to White oaks falls subdivision and she could not answer why those were different and some had noise impacts where the 3 between them did not but none was in the full taking area. I forgot to ask that if TCR is taking full on the northern row of house why where they included in the sound impact. I think the rules that AECOM used for full taking did not apply there. AECOM rules of takings is not the SAME as TCP. SO if the AECOM full taking house is not where TCP will take full taking then TCP will have to mitigate the sound somehow. I keep bringing up to her that AECOM method may not be the real world so trying to count noise impacts across routes is tough.	16 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalres ources_Set_3Of3.Pdf Segment 5 Sheet 252 Of 257
CG/PS	No Build Alternative	Bad data	Disagree with the demand of law enforcement under no build. You can see Grimes is way lower than Harris or Dallas so natural growth will skew that a little while a Midstation would increase that at a faster rate costing more money to the county	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.16.5.1

Code	Topic	Issue	Comment	Chapter/Pg
CR	Historic Cemetery	Inconsistency	TCR failed to label a cemetery right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The marker is 203.67ft to the South West of being directly under the transmission lines. http://files.usgwarchives.net/TX/Madison/cemeteries/whitfield.txt Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. This was before she moved to Madisonville so she does not know exactly how far away from the memorial stone the actual cemetery is. She did state that she had been told that there could be up to 100 people in the cemetery. She also said in her estimation, if they start working in that area they very well could dig up bodies. Please contact Christie for pics http://www.spk.usace.army.mil/Portals/12/documents/regulatory/Reg_workshop/2016-04-01/RPW_Section106_2016_April-1.pdf This is the Campbell's property and he stated that the cemetery is still here and the parcel has not been surveyed	10 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_4Of5 Page Page 79
CR	Historic Cemetery	Inconsistency	Smith Family Cemetery has the train or temporary construction area right on top of it. The DEIS footprint maps do NOT have this cemetery marked. Details for Smith Family The cultural maps have this cemetery and it will be impacted (Atlas Number 7113024705) 3820 East Illinois Ave Directions: At the intersection of East Illinois Avenue and Mayforge, turn south onto Mayforge which runs parallel to Interstate 45. Then immediately turn right onto private property which is fenced. The cemetery is located between the fence and a brick building which was originally the Linfield Elementary School built before 1954. Three gravestones are clearly visible near the fence not far from the right-of-way of East Illinois Avenue. Historic Texas Cemetery? Yes Designation Date 8/16/2016 Number of graves estimated 16 Burial Dates 1866-? Cemetery ID Number DL-C247	7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_1Of5 Sheet 7 14 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalresources_Set_1Of3 Sheet 4
CR	Historic Cemetery	Inconsistency	Queen's City Cemetery This cemetery is not listed on the DEIS maps and the train goes right over this site and leaves permanent impacts https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335%2C-96.76312372142581&spn=0.071242%2C0.134239&msa=0&iwloc=lyrftr%3Amsid%3A204420451378383479834.00048a4d55d4622cf06c0%2C00048a4d58ad9249e32c0%2C%2C%2C0%2C-31&mid=1p-QNfT8XqWNpuygShdlZuCluYfI&z=18 Cotton Ln and Bulova St Dallas, TX Notes: The only information regarding this cemetery comes from the 1986 cemetery map by Rita Barnes. Copies can be found in the Dallas Public Library, 7th floor and 8th floor.	7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_1Of5 Sheet 6
CR	Historic Cemetery	Inconsistency	Homecoming Cemetery Bulova at Cotton Lane https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335%2C-96.76312372142581&spn=0.071242%2C0.134239&msa=0&iwloc=lyrftr%3Amsid%3A204420451378383479834.00048a4d55d4622cf06c0%2C00048a4d58ad9249e32c0%2C%2C%2C0%2C-31&mid=1p-QNfT8XqWNpuygShdlZuCluYfI&z=18 Dallas, TX This cemetery is not listed on the DEIS maps and the train goes right over this site and leaves permanent impacts	7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_1Of5 Sheet 6

Code	Topic	Issue	Comment	Chapter/Pg
CR	Historic Cemetery	Inconsistency	Honey Springs Cemetery This cemetery is not listed on the DEIS footprint maps and the train goes right over this site and leaves permanent impacts https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335%2C-96.76312372142581&spn=0.071242%2C0.134239&msa=0&iwloc=lyrftr%3Amsid%3A204420451378383479834.00048a4d55d4622cf06c0%2C00048a4d58ad9249e32c0%2C%2C%2C0%2C-31&mid=1p-QNfT8XqWNpuygShdlZuCluYfI&z=18 This is shown to be impacted on the cultural and historic maps. Bulova and Cotton Lane Dallas, TX aka Homecoming Cemetery, Queen City Cemetery Notes: It is not fully fenced and does not appear to be regularly maintained. However, a cemetery gate and masonry entrance had been constructed and a black chain link erected along the eastern cemetery boundary near the road. There is no cemetery sign posted, and many of the cemetery features are missing, damaged, or displaced. The majority of the graves are unmarked	7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_1Of5 Sheet 6 14 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalresources_Set_1Of3 Sheet 3
CR	Historic Cemetery	Inconsistency	The FRA footprint maps have a permanent system over a portion of this cemetery. This needs to be verified as cultural maps have the cemetery in the woods . Information shows it to be in the pasture and https://atlas.thc.state.tx.us/Map Cemetery ID Number NV-C110 Cemetery Name Ward Cemetery Directions SH 31 west from Corsicana to FM 2452. Turn left and go 5.2 miles to FM 709. Turn right and go 2.3 miles. Cemetery is on the left in pasture. City Retreat County Navarro Historic Texas Cemetery? Yes Designation Date 2/1/2005 Number of graves 320 Burial Dates 1852 to present	7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_1Of5 Sheet 112,190 14 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalres
CR	Historic Resources Research Design / Archeological Resources Research Design Antiquities Permit Application Form	Gap	Some pedigree on how all the TCP entities are related. Who file with NOI? Who filed with FRA? Who filed with the state under SB18? Can a parent company do the work and let TCR do the file for ED. Would TRCI have to buy TCP out to gain the operating portion of the process? This would be like a railroad doing a study.	30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf
CR	Historic Resources Research Design / Archeological Resources Research Design Attachment A Research Design	Inconsistency	Bottom of page stated TCR formed in 2009 but the top of the page has Texas Central High-Speed Railway as TCR. Above has TCHSR formed in 2010. Time line has issues very minor	30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf Pg. 2

Code	Topic	Issue	Comment	Chapter/Pg
CR	Historic Resources Research Design / Archeological Resources Research Design Letter To Mr. Michael Johnson From Texas Historical Commission	Inconsistency	Texas Historical Group replied that the FRA on behalf of Grimes County Historical Joe Fultz was part of the CC. Why wasn't he contacted first or Upchurch included this time. This via email vs mail like to Upchurch before.	30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf
CR	Letter 9/25/14 Fra Mr. Robert Patrick	Gap	Lots of invites on meeting. Any record of those attended and subjects covered.	06 Dallas To Houston High Speed Rail Deis Appendix C_Agency_Correspondence.Pdf Pg 36/79
CR	Parties Identified For Section 106 Consultation Previously Recorded And/Or Designated Historic Resources Within The Ape	Gap	Several county historical leaders not contacted. Grimes is a volunteer group but does meet in public meetings on the county calendar. Denise Upchurch probably has a day job if contact by phone was made. But assume it was mailed and no response by various counties Where is Navarro county data	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.19-1: 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.19-4
CR	Section 106 Consulting Party Correspondence Letter To Ms. Denise Upchurch From Fra	Gap	Letter sent to Upchurch. Got now reply by another table. Is that a good address for her? (*Christie Commentary: This goes toward the 106 process. Upchurch is against the project and they did not receive any reply from them in order to give their input in the project. Did they use a correct address. Did they really try to get their input on the 106 process.*)	30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf
EN	Avoidance, Minimization And Mitigation	General info	53% PF route co-located with road RR utility line	2 Dallas To Houston High Speed Rail Deis_Main Text Ii.Pdf 3.10.6

Code	Topic	Issue	Comment	Chapter/Pg
EN	Electricity	gap	"During final design, TCRR shall coordinate with utility providers such as Oncor and CenterPoint to provide connections to the electric grid. The modifications required to make these connections include relocating existing lines, connecting new lines and vertically adjusting existing poles. The location of these modifications would be determined by the utility provider. The utility provider may choose to include these modifications into existing plans to support the operation of their system. As the owner of the utility, the provider would manage and lead the environmental process associated with the modifications to provide the connections to TCRR's infrastructure." The utility providers will have to use Eminent Domain to take more land to run power lines to this train possibly at some distance from the ROW. This is a further burden on adjacent landowners.	Eu-Mm#5
EN	Electricity	Bad data	7.5MWH for a round trip But 68 trains 68 times 7.5=510 close enough to 448 if they remove the power from regen braking But the number of trips per day at 68 and using the RT MWH does not compute. This has to be 34 trains heading one direction per day so 34 and 34 to make the 68. But the power should be 34*7.5 mwh this hurts us So is the 7.5 for RT wrong or is the 68 trips wrong? TCRR engineers provided the data Geez but another example of being 200% or more wrong and how can anyone comment on data so flawed and not have a second chance to comment on updated info.	
EN	Oil And Gas Field Impacts 15.5	Gap	They will condemn and take over wells to shut them in. What happens to the minerals in place? Almost sounds like the well will be shut in but minerals still available to recover.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 176 Of 199
EN	Risk Management Systems	Gap	The FRA is responsible for RR Safety & Security. But yet, the FRA was silent on any Comprehensive Risk Management System applied to Assess the Risk of Crossing Large Live Pipelines (2) and a Transmission Line in the Utility Corridor within Leon County. A Comprehensive Risk Management System must be applied including Specific Risk Assessments that identify disaster scenarios, the likelihood of occurrences, as well as Mitigation Steps to be taken to reduce, eliminate or manage the risk. This must be done for the Utility Corridor Crossing and the crossing of any other potentially dangerous systems for a credible understanding of the safety risks associated with the HSR for the Public Safety. The FRA will be held accountable if this risk work is not performed	Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Fdce V7 Report Sect. 3.12, Pg. 49 Of 199 Sect 4.1, Pg. 62 Of 199 Sect. 4.2, Pg. 63 Of 199 Sect. 4.4, Pg. 64 Of 199
EN	Station Development 3.14.2.4	Gap	State solar panels will be used but no amounts listed.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 60 Of 199
EN	Technical Memorandum Land Use Miscellaneous Displacements And Acquisitions Of Primary Structures	Inconsistency	Grimes has 2 with 2330 and 342090 high with avg of 69054. Math is not correct. I will see if I can get on RRC site and confirm where the two are located and get Grimes CAD to get value. If data is a few years old and wells are recent that value is way wrong. East of me more gas and lower value oil well. North and west of me is the sweet spot for oil and Madison County is huge on nice wells from last boom. Lots and lots of horizontal east west all over that area. Some where else they just plan to buy the wells and close them. So, driller would have to spend 4-7 mil to redrill for a well that is producing 300-700 barrels a month. Mineral owners get screwed and especially if TCP buys the minerals estates. Or will it be buy the well and close it down, therefore minerals get released back to the owners or lease out later.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 4

Code	Topic	Issue	Comment	Chapter/Pg
EN/GG	Environmental Concerns Of Previous Utility Corridor Project	Gap	Environmental Considerations Evaluation of Lessons Learned by the Public Utilities Commission of Texas regarding the use of the Utility Corridor in Leon County for a previously proposed Cross Texas Transmission Line. The FRA must communicate the results of the significantly Westward movement of the Cross Texas Transmission line a year or so ago away from the Leon County Utility Corridor due to Environmental Reasons and why that information did not influence the FRA on the selected Utility Corridor Route. The Utility Corridor was one of 64 shortlisted routes.	
EN/TR	Annual Operation Energy Savings Estimate	Bad data	5.340 mil cars a year saved but that should be 236 miles vs the charts 478 miles. Increasing the BTU by 2. Cannot make the math work on this one. If 5.3 mil is for RT then passenger count would be 5.3mil X 1.2 (pass per car) that would be 35,000 passengers a day. Huge inflated number	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.9-19
EN/TR	Pipelines	Gap	After reviewing the DEIS, I found it troubling that the FRA would suggest that the Pipelines, utilities and roads be consider as independent projects. The Pipelines, utilities and roads would not require modifications, relocations or removals if the high speed rail wasn't coming through. The CAL HSR FEIS included FERC and public Utilities. Are there different requirements between states and corporations proposing high speed rail projects? I contacted FERC about this troubling fact, that they were excluded from the FRA process for the TCR HSR project. FERC stated and I quote "Request the FRA to include FERC and PHMSA in the Texas Central High Speed Rail project." Today I am requesting that FERC and PHMSA be included so they may become contributing agencies in this environmental impact statement since they are the responsible agencies to the management of pipeline safety. All affected pipelines, roads and utilities should be considered as the full impact of the project in one environmental impact statement. Yes this means, a little more time will be required to come to a final determination, but in the long run everything will work seamlessly. Including FERC and PHMSA in the overseeing the 142 affected pipelines is the only responsible action.	
EN/TR	Pipelines And Safety	Gap	TCR's construction and daily operations will have a critical impact to the safety of pipelines that crosses and/or runs parallel to this proposed project. The introduction of a new constant source of electricity and vibrations will cause fatigue upon the existing pipelines. This fatigue will lead to failure. Failure will result in an explosion where loss of life is highly probable, there will definitely be property damage, companies will have to make apologizes and lawyers will settle in court. There are impacts from this project that I have very little confident will make it to the pipeline companies if TCR is left with the responsibility of making that happen. TCR wants us to believe the impacts are less than reality. http://wwwgisp.rrc.texas.gov/GISViewer2/ The FRA can not afford to have its reputation tarnished, you are here to protect the public and the environment. By allowing pipelines, utilities and roads to be treated as separate projects, the possibility of critical operational data may not make it to the relevant parties so that necessary precautionary steps can be taken.	
ES	Compliance Measures And Permitting	Inconsistency	NLT one year is conducted and two more needed but it has 2017-2019 that FRA will conduct more surveys Navasota Lady Tresses (endangered species)	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Nr-Cm#7;
ES	Endangered/Threatened Species	gap	There are numerous sightings of threatened species such as bald eagles along the entire route. The mortality of such birds and high speed rail has not been addressed in the DEIS. Here is one such study. https://phys.org/news/2018-01-birds-collide-high-speed-rail.html	

Code	Topic	Issue	Comment	Chapter/Pg
ES	Endangered/Threatened Species	Gap	ES - Ellis, Navarro, Dallas, Limestone counties are in the migratory path for monarchs. Did they study effects on migration patterns and long-term effects on agribusiness, food chain, and food supply nationwide? We're applying with NRCS to be a sanctuary. Becky is filling out a Monarch sanctuary application currently. https://www.environment.fhwa.dot.gov/env_topics/ecosystems/pollinators.aspx	
ES	Environmental Studies Of Endangered Species	Gap	The amount of Environmental Survey Inspection performed with "Boots on the Ground" vs. the use of Regional data or data taken from unidentified sources. Also, how much of the field data used in the DEIS is supported by Signed Landowner Survey Permission Forms. It seems there is an enormous amount of Regional non-specific data used in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without reconfirming all of the data from other sources by a comprehensive inspection program all across the proposed route, the data the FRA is using is Not Project Specific and is suspect of being Out of Data. The DEIS is Fatally Flawed because of this.	
ES	Species List And Suggested Wildlife Crossings Types And Fencing Appendix I	Gap	Wolf, panther and cougars or mountain lions not listed. Wolf for sure in area. Some big cat in area also.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 4
ES	Threatened Species Bald Eagle	Inconsistency	"There are several pairs of bald eagles that roost at gibbons creek and have fledglings that could be prepared to make nests outside of Gibbons. The Maxwell property has seen a pair on their family property every weekend since deer season this year." This is a mile from the train route and the FRA maps do not include the bald eagle information or sightings in their documents. This info is noted from an environmental scientist.	21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Grimes County Section
ES	Threatened Species Bald Eagle	Inconsistency	The FRA maps have failed to acknowledge bald eagles in Harris County. We have seen bald eagles on our property a number of times and we believe there are nests nearby 15419 House Road Hockley TX. 77447	21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section
ES	Threatened Species Bald Eagle	Inconsistency	The FRA maps failed to acknowledge bald eagles in Waller county. Bob Humphries has noticed bald eagles a number of time flying on and around his property in Waller county near the train route	21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Waller County Section
ES	Threatened Species Bald Eagle	gap	Pictures and proof in the area along 290 where train will travel. <iframe width="640" height="514" src="https://macaulaylibrary.org/asset/71468031/embed/640" frameborder="0" allowfullscreen style="width:640px;"></iframe> Tue Oct 10, 2017 3:00 PM spotted https://ebird.org/ebird/view/checklist/S39812551#_ga=2.148375543.1366908278.1516162931-20385215.1516162931	21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section
ES	Threatened Species Bald Eagle	gap	multiple pics and proof of bald eagles by numerous people showing that bald eagles should have been documented near the train in harris county <iframe width="640" height="514" src="https://macaulaylibrary.org/asset/22164921/embed/640" frameborder="0" allowfullscreen style="width:640px;"></iframe> https://ebird.org/ebird/view/checklist/S26378022#_ga=2.148213751.1366908278.1516162931-20385215.1516162931	21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section

Code	Topic	Issue	Comment	Chapter/Pg
ES	Threatened Species Bald Eagle	gap	more pics from different people further down the train route on 290 <iframe width="640" height="514" src="https://macaulaylibrary.org/asset/44118251/embed/640" frameborder="0" allowfullscreen style="width:640px;"></iframe> https://macaulaylibrary.org/asset/44118251?__hstc=60209138.82ee0cdd28cb8448aef4e377a55c1186.1516162596423.1516162596423.1516162596423.1&__hssc=60209138.10.1516162596423&__hsfp=2265876888	21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section
ES/EN	Row	Bad data	"TCRR designed 52 percent of the Build Alternatives adjacent to existing infrastructure, which typically includes areas that have previously been disturbed by development. This design approach minimized impacts to more environmentally sensitive areas and potentially reduces the fragmentation of existing habitat." Building beside a Power line ROW is not the same as building next to a Rail Road or a Highway. While all are infrastructure, a Power Line ROW does not have nearly the impact or disruption as a highway or railroad	Es.7
ES/LA	Fragmented Habitat	gap	The public roads as evidenced in the drawings fragments almost the entire route even the viaduct sections. This is not what was proposed to the public and in order to mitigate this clear damage, the train should run alongside existing roads. http://www.iene.info/wp-content/uploads/COST341_final_report.pdf Dallas county- about 50% new public roads. Ellis county- about 50% new public roads. Navarro county- about 10-20% new public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% new public roads. Houston segment (Harris, Waller, grimes)- about 40-50% new public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. These new public roads will not allow free passage of livestock and wildlife and will further fragment our wildlife and go against what they are claiming in their wildlife crossing maps.	53 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 5 Pg 13-End Plus Review Corresponding Maps 45-52
FP	Drainage	Gap	TCR is proposing to use existing drainage ditches which were not designed for their capacity. One very important concern is TCRs runoff will contribute to flooding since they will not be creating their own adequate drainage. Then to top it off they will add additional trains below their structure which will not have its own drainage. Every project is supposed to supply their own drainage retention and not push it off or use existing. An example is in stone gate they said they would use existing drainage. They also don't have all the detention reservoirs next to train. What will happen to all the runoff drainage?	
FP	Floodplain And Mitigation	gap	"FRA's updated Procedures for Considering Environmental Impacts states that this EIS shall assess impacts of the Build Alternatives on floodplains. This document requires acknowledgment in NEPA documents that a proposed action would occur within a base floodplain, defined as the limits of a floodplain determined by using the Department of Housing and Urban Development floodplain maps or best available data. An EIS is required to discuss alternatives located in the base floodplain; the risks associated with those Build Alternatives; impacts on natural and beneficial floodplain values; and the adequacy of the proposed methods to minimize harm." Only considering floodplains in the modeling is shortsighted as this 239 mile rail way will actually create floodplains by inhibiting sheet water flow from flood events. A Harvey type rain event for the entire length should be modeled to truly see the impact from flooding and what mitigation measures are necessary	3.8.2

Code	Topic	Issue	Comment	Chapter/Pg
FP	Regulatory Context Madison County Hazard Mitigation Plan Update, Mitigating Risk: Protecting Madison County From All Hazards, 2013 – 2018	Inconsistency	They list Madison as subject but use Navarro county hazard mitigation plan.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.16.2
GG	Build Alternatives Emissions	Gap	Why does the emissions from the activity of getting the resources not included, they include the transport of the goods? So, no build will save more emissions if you don't need the raw materials.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.21.5.2
GG	Environmental Consequences Traffic Impacts At The Brazos Valley Station	Inconsistency	15% of peak of 2280 then if you take 2280 time 6 hours of peak (I think 3 and 3 hours for peak). You are over 13,000 Riders for peak times while 5 mil is just under 14,000 riders. Maybe using 2040 ridership?? If 15% of peak is 342 then you are over 2000 passengers from Midpoint daily which 30/90 has traffic counts around and just under 5K a day. So, adding maybe 50% to traffic counts would those peak travels have more of an adverse effect on Roans Prairie than normal larger highways?	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.11.5.2.8
GG	Maximum Annual Construction-Related Emissions For Years 2018 –2021 A By Nonattainment Area Emission Source Nox (Tons) Voc	General info	99.13 out of de minimis of 100 tons per year. Kind of nice for them.	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.2-15
GG	Vehicle Emissions Reductions	Inconsistency	14,630 vehicles per day at 7.2 mil passengers 89% car at 1.2 per car it states 14% of the 2035 AADT of 106,475 from the 59-39 mph chart used in STB taking 14,630 off the road In the middle will be a lot larger which is a larger market share that shows it not feasible. So, if today service at 5 mil and 89% is by car that would equate to about 10,205 cars a day. That is well over 30% of traffic counts on middle 45 also that is total traffic counts for semi and local feeder traffic. Are 1.2 riders per car the correct number?	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.2.3.2.2
HZ	Hazardous Chemicals	Gap	No determination was made of applicability under the Toxic Substances Control Act of whether any chemicals imported will be on the TSCA Inventory.	

Code	Topic	Issue	Comment	Chapter/Pg
HZ	Hazardous Site And Safety Issue	Gap	Pencco explosion. https://www.ennisdailynews.com/news/explosion-rocks-Pencco-plant/ HZ - Pencco is listed as a high-risk site. The rail is set to pass within 370 feet of the plant. Is it safe to place a train that runs at 205 mph every 15-30 minutes so close to a high-risk site with recent history of explosions? https://www.nbcdfw.com/news/local/Explosion-Reported-in-Ellis-County-Town-of-Bardwell-259249651.html	Reference: Page 3.5-51
HZ	Hazardous Wastes	Gap	No determination has been made or addressed of the Hazardous waste generated by the operation of the HSR and its associated facilities. Whether it is a Very Small Quantity Generator(SQG), Small Quantity Generator or Conditionally Exempt SQG or even a Large Quantity Generator of Hazardous Waste; each has required regulations and training for personnel. To dismiss a detailed evaluation, saying that Best Management Practices will eliminate the possibility of generating less than 220 pounds per month of Ignitable, Corrosive, or Toxic waste for a 240 mile Rail Road with 10 eleven acre TPSS transformer substations, 8 twenty acre MOW Maintenance facilities with the attendant Sweeper and Shunting vehicles, 3 terminal facilities, and the 2 one hundred acre TMF stations with the attendant Shunting vehicles, paint shops, repair and assembly shops, and washing facilities is not realistic. There should be adequate data from the Japanese Operations for each of these.	
HZ	Hazardous Wastes	Gap	No assessment has been made and therefore no discussion for the required TPDES waste water discharge Permits for the TMF Facilities with the attendant maintenance, assembly, paint and washing facilities. These point source discharges are covered in Effluent Limitations Guidelines and New Source Performance Standards for the Metal Products and Machinery Point Source Category 68 FR 25685. This permit is required before construction can begin. Again data should be available from Japan	

Code	Topic	Issue	Comment	Chapter/Pg
HZ	Hazardous Chemicals	General info	Disturbance of all the hazardous waste sites could potentially put the public in harms' way. ◆According to the EPA Toxic Release Inventory, it shows Harris County to be one of the most polluted counties in Texas. ◆Once polluted and hazardous waste areas are disturbed it opens the door to releasing all sorts of toxins that could harm the public. ◆This is a proven fact as it has already happened in other parts of Harris and Galveston Counties. ◆A good example of this is the dioxin waste pit sites on the San Jacinto River, that have been exposed due to flood water and storm damage weather events which released the dioxin into neighborhoods causing cancer cells or pockets within the communities. ◆These toxins seeped into the ground and water. It took years for people to discover this since so many parties did their best to deny and hide relevant information that endangered human life and the environment. To this day there is no permanent solution to this environmental disaster. The route along Highway 290 (Utility Corridor) is no different. According to the DEIS, 307◆hazmat sites were identified in Harris County. Forty six (46) are adjacent to the limits of disturbance (LOD) and twenty nine (29) are inside the LOD, however only forty (40) out of these seventy five (75) sites will be investigated. A site that was not appropriately rated was the Wyman Gordon properties (which have changed hands in the last two years). If research on all the previous owners is performed in the Harris County Judicial courts along with Wyman Gordon, you will find that people have sued Wyman and Cameron Forge because employees have died of different types of cancers from the products or by-products or hazardous waste that Cameron and Wyman Gordon used and disposed of on and off site. Additional concerns stated in the public forum, are, that TCR understated their construction workspace and if the record of decision and the final EIS are issued, nothing prevents TCR and its third party vendors to stay strictly within the footprint that was reviewed. Thus, meaning those sites they listed as low and outside of the reviewed footprint would be disturbed and no oversight on these hazmat sites would occur, nor would a proper investigation be done on these sites. These sites would not be properly cleaned thus causing contaminates to be exposed that would put the public in harms' way. The FRA can not be 100% certain that construction of the HSR will not release toxins in the environment. ◆The FRA also can not be 100% certain, all relevant information about hidden hazardous sites have been given to you or reviewed. These will be discovered after construction starts and then there will be no oversight of how those sites will be handled. If the federal government won't protect the people, then who will? The Utility Corridor (route along Highway 290) is not a viable solution as there are too many factors going against it. Due to the numerous road closures, such as the Beltway 8 which is a main thoroughfare, road relocations, the pipelines and utility relocations, not enough adequate drainage or detention and the numerous hazmat sites that would be disturbed. The Utility Corridor (route along Highway 290) is not a viable solution as there are too many factors going	

Code	Topic	Issue	Comment	Chapter/Pg
HZ	Hazardous Wastes	Inconsistency	Mr. Kevin Wright, After a review of the information published in the DEIS, information for two properties along the proposed route for the High Speed Rail may have been omitted. A review of the current vesting deeds of properties that Wyman Gordon Forgings sold has brought to light some alarming facts about the condition of the properties along and abutting Highway 290, UPRR's easement off of Telge Road and NW Lake Drive in Harris County. A review of aerials from Google Maps (attached Exhibit A) shows these properties never had a structure on them but were used as wastewater lakes for industrial purposes which was used by Cameron Cooper, Cooper Industries, Cameron Forge Company, Cameron Iron Works and Wyman Gordon Forgings starting somewhere around the late 1950's or 1960's. A review of the EPA records shows Wyman has a history of dumping contaminates into water sources and drains which ultimately seep into the ground. This continued negligence has set a precedent which makes these properties high risk. A review of the full title for these properties will reveal more than I am presenting today. The vesting deeds attached to this letter clearly indicate contamination exists and still persist; otherwise Wyman Gordon and NW Lakes would not have put language referring to hazardous contamination and indemnification clause with no liability. Here in Harris County we have experienced recent and past flooding events that have carried contaminates onto adjoining properties. The wastewater pit (as Wyman and NW Lake have acknowledged in the vesting deed) has in the past (prior to it being emptied) overflowed onto the existing pipeline and railroad easements where the high speed rail is proposed to be located. Exhibits B & C - Two Special Warranty Deeds where Wyman sold the 0 Telge Road property to NW Lake in 2012, in that deed it states "present and future use of wastewater and wastewater capacity" along with a restriction of use which prohibits daycares, schools or residential use as well as contamination by hazardous material clause. NW Lake then sells the property off to Angadare Land in 2016 which has additional language to include hazardous material contaminants and a Superfund site. Shortly after the sale the lake was drained and 10 to 15 feet of dirt was put over the lake, the site was not cleaned just covered up. Now a shell of a building and concrete covers the majority of the property near where the high speed rail is to be located. Since the previous deed stated wastewater and contamination by hazardous materials, a further investigation is warranted to ensure this was not used as a tailings pond or a waste pit. Over the past 16 years living in this area, I have personally witnessed flooding from the lake property overflow and flood the pipeline easement and railroad easement, which has occurred numerous times. This property had a chain link fence with three strand barbwire at the top with no trespassing signs every 50 feet. Exhibit D - There was a wastewater pit similar to the NW Lake property located on Gyrodata Land abutting UPRR easement, a drainage ditch and Highway 290. The google map imagery shows this property never had a structure located on it, only wastewater pit. The Correction Special Warranty Deed acknowledges contaminates may persist including hydrocarbons, asbestos, hazardous materials and toxic contaminations. The language as highlighted in the attachments are indication of knowledge of contamination where a party is seeking indemnification against any and all liabilities and cleanups. The high speed rail project is proposing to locate a drainage retention pond on this property, which would connect into an existing drainage ditch. This action would spread unknown and known contaminates affecting surrounding homes and communities exposing residents to harmful substances which are known to cause cancer	

Code	Topic	Issue	Comment	Chapter/Pg
HZ	Hazardous Wastes	Inconsistency	[CONTINUES FROM ABOVE] I strongly disagree with the findings in the Draft EIS in regards to these sites and area as being of low concern calling for no further investigations. EPA records indicate that Wyman Gordon Forgings has continued to release in the environment; Chromium, Cobalt, Copper, Hydrochloric Acid, Hydrogen Fluoride, Lead, Manganese, Nickel and Nitric Acid. We are not aware of how Cameron Cooper, Cooper Industries, Cameron Forge and Cameron Iron Works may have contributed to possible contaminates on these properties prior to Wyman's use. What we do know, was these lakes were created for wastewater from industrial uses that would not of stayed stationary and would of seeped into the ground and surrounding land. The vesting deeds clearly indicate contaminates persist thus requiring a full investigation to identify and/or rule out a health and safety issue to the public and school children. These properties have not been properly cleaned. They are being modified to hide the issues being presented. A Comprehensive Phase II Assessment should be conducted on the following properties where the high speed rail is proposing to be located, which are listed below: Current Owner Address 1 - Gyrodata Land LP 0 Northwest Lake Drive ownership removed from tax records 2 - Angadare Lane LP 0 Telge Road ownership removed from tax records 3- Hardy Maley Holdings 22770 Northwest Lake Dr 4 - Wyman-Gordon Forgings 0 Northwest Lake Dr Tax Parcel ID # 272810010001, 1385350010001, 0422320000330, 1272810010010, 1272810010002, 1272810010003. These affected properties by no means can be passed over and not have a Comprehensive Phase II Assessment conducted. Since one deed clearly directs the reader to believe that there is the potential for a Superfund site to be discovered on the property and current pictures of active contamination, these properties should be fully investigated. Were these documents and this information presented to FRA for the environmental process? I did not find these properties mentioned in your findings. If a superfund site or hazardous substance contaminates are identified, then these properties should be avoided at all costs and the route along Hwy 290 should be abandoned. Incidentally this is not the only highly contaminated area or site of known contaminations in Harris County along Highway 290, Hempstead Highway and along Post Oak Blvd. As you review this information please remember there are three residential communities west and south of Wyman and three active schools right across Highway 290 which are Cy Fair Senior High School, Arnold Junior High School and	
LA	Agricultural Conversion	Inconsistency	“between 3,145 and 4,394 acres (Build Alternatives E and D, respectively) of special-status farmland would be permanently converted to transportation use. However, given the quantities of special-status farmland within the 10 counties (2.3 million acres), the Project would require 0.2 percent for the construction of the Build Alternatives, this would not result in a significant impact or loss to crop yields, livestock numbers or the state agricultural economy. Overall, between 7,957 and 8,218 acres (Build Alternatives A and D and Build Alternative F, respectively) of existing land would be converted.” While the loss of 0.2% of the agricultural land is not significant statewide, it has a devastating effect on everyone in the local area, not just the land that is taken. People live in the country because they want the peace and quiet of a rural atmosphere. They don’t want a High Speed train on their property or anywhere near it. The HSR will be heard for miles, especially if it is elevated. And one train every 30 minutes is almost a constant disturbance.	Es 9.14
LA	Agriculture, Special-Status Farmland And Agricultural Conservation Easements Livestock	Bad data	Skewed data if the 354M in livestock in the middle vs statewide 18bil. Panhandle has huge feedlots that rec cattle from all over the country. We have no feedlots in Grimes to speak of so our $600 calves get sent north and sold for slaughter and $2K. so without our feeder cattle the state income would drop due to less calves hitting the market. The sale barns in Grimes alone sells close to 120-150K head a year. Old sale barns sell about 1500 to 1900 a week and new barns sell maybe 1000 to 1200 a week from Grimes county and nearby counties. Plus, all the cattle that gets send elsewhere that are not sold in the barns.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.4.2.2
LA	Assessment Station Area Land Use	Gap	Station locations were developed in coordination with cities and local transit agencies. Does this avoid any issues in Midpoint coordination?	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.3.3.2

Code	Topic	Issue	Comment	Chapter/Pg
LA	Build Alternatives Existing Land Use Conversion	Inconsistency	1607 Permanent Acres in Grimes. If Grimes is 38 miles N-S that is about 350 ft AVG ROW but sure this included the station and all the taking of land near crossings	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.5.2.2
LA	Conceptual Engineering Plans And Details Final Draft Houston Segment Civil Plan And Profile	Inconsistency	Seeing very few building removals per legend but a lot of tracks over buildings with the slanted black lines indicating removal of structure.	34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf
LA	Conceptual Engineering Plans And Details Final Draft Houston Segment Civil Plan And Profile	Inconsistency	This page shows Long Point in Harris County closed by legend but other maps show it being open and should be no reason why this map shows it closed.	34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn-01108-2
LA	Conceptual Engineering Plans And Details Final Draft Houston Segment Civil Plan And Profile	Inconsistency	Does not show this being demoed but no way it can go over rice silos.	34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn-01126
LA	Conceptual Engineering Plans And Details Final Draft Houston Segment Maintenance Facilities	Inconsistency	Shows the Grimes County MOW on Upchurch land. Follow the fence line. The animal crossing there has me thinking that it is just beside the MOW. How does an animal go under the HSR and around the fence to get to the other side. Looks like the fence goes all the way to the left and right. Drawing WLC-00-4033 shows the animal crossing with the MOW. There are 2.	43 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 3-2.Pdf Mnt-Hn-04014
LA	Drought And Wildfire	Inconsistency	Date is 2000-2009 I think our two fires were in the years after. Thousands of acres lost. Rice University place lost almost all timber.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.21.4.3

Code	Topic	Issue	Comment	Chapter/Pg
LA	Economic Impacts Permanent Impacts: Agricultural Displacements	Gap	Talks about crops but not livestock. Grimes is mostly livestock.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.3
LA	Existing Land Use Within One-Half Mile Study Area In Acres	Gap	1.9 acres of forested acres. What is the requirement on this? Upcharuch is nothing but trees but might be under AG exemption so is this a CAD exemption listing?	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-4
LA	Existing Land Use Within One-Half Mile Study Area In Acres	Inconsistency	1/2 mile each side of the 240 miles is 153k acres but chart has about 120k acres. Maybe Road ROW is not included.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-4
LA	Hunting And Recreation	Gap	It looks like it goes right over the equestrian/hiking trail section of Bardwell Lake which is a USACE lake. People won't be able to ride their horses there because of the possibility of startling the animals. So, recreational impact will be huge there. I'm a hiker. I wouldn't hike there if I knew a HSR roared thru it on a regular basis. You can also hunt at Bardwell. How will wildlife be impacted with the train so close? Will folks be allowed to hunt in that vicinity? Again, recreational impact as well as wildlife impact	Bardwell Map - Page 1905 In The Combined Pdf, Community And Cultural Resources Map Section Page 39 Of 257
LA	Impacts To Ag Community	Gap	Where the train crosses 879 is supposed to be rail over road. This is 1/2 mile from a major cotton gin for our county with a great deal of farm equipment passing through all year. Will all farm equipment including the very tall cotton trucks be able to pass over?	Page 1901 Shows Where It Crosses Fm 879, Sheet 35 Just 4 Pages Ahead Of The Bardwell Map
LA	Land And Environmental Survey Data Landowner Permission Forms	Gap	Land and Environmental Survey Data use in development of this DEIS backed up by a Landowner Approved/Signed Survey Permission Form There is a potential that some of the Land and/or Environmental survey data used in the DEIS by the FRA was obtained without approval of the Landowner per the process being followed by TCRR Proof of examples provided to Washington). Surely a Federal Government Agency, the FRA, would not want to issue a report that contains Illegally Obtained data in the DEIS? In order to restore the Credibility of FRA's DEIS, the FRA Must cease any further work on the DEIS and immediately request from the Landowners of any data used in the DEIS, for Land or Environmental Survey, a newly Signed Affidavit stating that all of the Landowner's data being used in the DEIS was in fact obtained under the permission of a signed and executed Survey Permission Form by the Landowner	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis)_Main Text Iii Sect. 3.13.3, Pg. 3.13-6
LA	Land Use	Inconsistency	The FRA maps have incorrect labeling of our business House Estate. They have labeled this as agriculture use when we clearly have 18 acres listed as an LLC so it should be listed as a commercial establishment. The facility was also built in the 1890's and doesn't show up in their map as even being a building much less a commercial facility. http://thehouseestate.com/ We also have 5 barns/sheds and a residence on our property that they failed to place on this map as well.	24 Dallas To Houston High Speed Rail Deis Appendix D_Landuse_Set_3Of3 Sheet 241
LA	Map Discrepancy	Inconsistency	Buildings and apartments not on maps provided to the FRA so full impacts to residences and businesses not realized due to outdated information and Maps provided by TCR. please see email dated Dec. 28th and contact Desi/Christie/Donovan for pics	11 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_5Of5_Sheet 508 511 522

Code	Topic	Issue	Comment	Chapter/Pg
LA	Previously Conducted Archeological Surveys Within 1,000 Meters Of The Build Alternatives Lod	Inconsistency	Looks like using previous survey's and acres in those is 762 less than 10% of the acreage needed.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.19-7
LA	Section 106 Consulting Party Correspondence Letter To Mr. David Valenstein From Hchc	General info	Retracts the cooperation of Harris County	30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf
LA	Station Programs Appendix B Texas Central Railroad - Preliminary Brazos Valley Station Program	Inconsistency	The square foot listed for a 12-mil station is not adding up. Way too low price to square foot listed.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 3
LA	Technical Memorandum Land Use Primary Residential Displacements And Acquisitions	Inconsistency	Harris County only has 2 on the table, North Haven Apartments and 1300 North Post Oak. Both loosing 1 apartment building. Only 95 residences in Harris County to be displaces. Is this just in the LOD and bought out?	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 1
LA	Temporary And Permanent Land Use Conversions Within Lod In Acres By County And Segment Forested Land	Inconsistency	Above it was 1.9 acres and now it is not listed	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-10

Code	Topic	Issue	Comment	Chapter/Pg
LA	Temporary And Permanent Land Use Conversions Within Lod In Acres By County And Segment Vacant	Gap	62.8 Acres vacant. What is the definitions?	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-10
LA	Texas Barrier	gap	"For the Final Operating Scenario (FOS) in the analysis year (2040), it is assumed that trains will run every 10 to 15 minutes in each direction between 05:30 and 23:30, with the last trains departing from Dallas and Houston at 22:00." Seeing that the goal is for trains to pass approximately every 5 mins from one of the directions this will forever cause a divide between Texas. You will see startle scenarios in the tables and if you have a train coming by as frequently as every 5 mins you will never be able to move cattle even if you have a fence over a public road to move them to the other side. This will make the entire route impassable to wildlife and livestock.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2 Pg 102-106
LA/AE/W	Constructability Construction Material Quantities	Gap	There is nothing in FRA's report that addresses the Environmental Impact when Fill Material is removed from Private Property for use by TCRR for the HSR Construction. The FRA has not placed any Environmental Requirements, Expectations, Boundaries, or established parameters regarding the removal of Fill Material from Private Property. The FRA has not required TCRR to make any area that fill is removed as a Surface Water Source. There exists No Environmental Limitations on TCRR by the FRA regarding where and how they might remove Fill Material from a Landowner's Property as well as in what Environmentally Sound Condition TCRR is required to leave the site. Issues such as where to dig, are they the proper fill materials, will the hole be Sealed to hold water, will it be built in a place that would result in a Surface Water Source, will TCRR be required to use a Water Conservation Expert to design the Fill removal process, or will the Landowner be left with a huge useless hole on his property that serves NO purpose but to grow weeds and be an eyesore?	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 7.1, Pgs. 32-33 Of 34
LA/CG	Agriculture, Special-Status Farmland And Agricultural Conservation Easements	Gap	Comparing a small section vs all of Texas is wrong. So, following that logic if this was in Alabama then it would impact more since smaller state with same footprint. Where is the local concern about income?	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.4.2
LA/CG	Constructability Construction Cost Estimate And Schedule	Gap	Many Landowners will be making Huge Sacrifices as a result of the HSR Project. This Project HURTS THE MOST THOSE WHO WILL BENEFIT THE LEAST. The FRA has a responsibility to ensure the economic parameters can be proven to be sound due to all of those sacrifices by Taxpayers. Construction will be a huge Environmental challenge to say the least. The FRA has a responsibility to its Taxpayers to review the Gross Estimates of both Cost and Schedule by TCRR and provide to the Public in this document "Benchmarks" against other like size Projects either completed or under construction. The FRA should also review the gross economic viability as a result of TCRR's Ridership and Cost estimates and include it in the next update of this document.	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 8, Pg. 34 Of 34
LA/CG	Economic Conditions Property Tax Revenues	Inconsistency	Has BV station in Navasota ISD but it's in Anderson Shiro ISD.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.3.2.5

Code	Topic	Issue	Comment	Chapter/Pg
LA/CG	Impacts To Community Character And Cohesion White Oak Falls Neighborhood	Inconsistency	I counted 60 lots and houses along the HRS route. DEIS only has it as 40. Page 831 has 45 ft. high HSR and will plant vegetation. Fill impact is not accounted for and not all houses have same footprint	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.2
LA/CH	Key Jurisdictional Boundaries	Inconsistency	Richards ISD not listed, plus now Plantersville is incorporated!!!!!!!	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-2
LA/HZ	Hazardous Site	Inconsistency	The pond in this picture is actually now a building (check out google earth maps 9/2017) that pumps out many hazardous materials. This is not labeled as a hazardous site and still shows that it is a pond on both the referenced map, hazardous map, and footprint map. See data sheet regarding this site. https://iaspub.epa.gov/triexplorer/tri_factsheet.factsheet?pzip=77095&pyear=2016&pParent=TRI&pDataSet=TRIQ1 Also on the hazardous sheets in the FRA file this "pond" is not labeled as a hazardous site as the maps and data are outdated. It is written in the deed and recorded that this is a hazardous site.	24 Dallas To Houston High Speed Rail Deis Appendix D_Landuse_Set_3Of3 Sheet 246
LA/PR	Hunting	Gap	There are potential Impacts on Hunting Rights of every Texan all across the HSR route. The DEIS does not seem to assess the negative impact on the hunting industry and economy nor the potential restrictions that might be placed on hunters using high powered rifles all over whether on low or high fenced ranches except for possibly a couple of large ranches. Only a ballistic study on a .22 caliber has been used to assess the safety of the HSR cars due to bullet impact. It will be too late for all hunters if restrictions are placed on them after the FRA gives the HSR a Record of Decision	
LA/SG	Soils And Geology Local	Gap	Says nothing about Grimes county permit requirements for any crossing of county ROW	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.20.2
LA/TR	Section 106 Consulting Party Correspondence Letter To Mr. David Valenstein From Fra	General info	Interesting reply from Madison Historical Group. Is ok with as long as it "Prevents Madison County residents from accessing their ranch properties as they currently have as of the writing of this letter". The public roads screw that up. Have not looked to see how much of the road along HSR will be MOW yellow or Public blue.	30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf
MP	No Build Alternative	Gap	No build has no access to save, reliable and efficient mode. 199 each way not useable for the Environmental Justice one county will have zero facilities – Madison so no jobs	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.5.1

Code	Topic	Issue	Comment	Chapter/Pg
MP	Technical Memorandum Socioeconomic And Community Facilities Intersection Design Modifications	Inconsistency	Breakouts of displacements Harris County before had 95 and this has 86. Grimes has 38 and Waller has 35. Table 22 parcel takes Grimes 428, Waller 124 and Harris 468. Grimes has 63 under EJ, Waller has 2 under EJ but pretty sure Waller had now EJ blocks. Grimes, I think has some EJ but don't know where.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Tables 18-22
MP	Waller County	Gap	No Environmental Justice neighborhood found in Waller county.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii Pdf 3 18 4 9
NV	Build Alternatives Noise Impacts	Gap	impact to animals at 45 ft. so how do you move brahman cattle and a train comes? they list crossings underground will insulate the noise but that's once inside the culvert 15' 100dba so what is the sound near the lower end of viaducts closer to the ground	1 Dallas To Houston High Speed Rail Deis_Main Text I Pdf 3 4 5 2
NV	Build Alternatives Noise Impacts	Gap	screening impact range of 1000 ft. from the middle of the property. Bias on what is the outer most	1 Dallas To Houston High Speed Rail Deis_Main Text I Pdf 3 4 5 2
NV	Construction Noise And Vibration	Gap	Screening distance of 1000' from center of yard. Well that could not get you outside of the yard for some parcels!!!	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Pg 52
NV	Hsr Noise	Gap	FRA Omission of Important Noise Scenarios as well as the Scientifically proven additional "Slapping Noise" affect. Finally, there are no specific boundaries or conditions for Noise Mitigation place on TCRR except to state it will be looked at after more detailed design is completed. That is giving way too much discretion to TCRR The FRA only shows noise levels (87 dBA) for one train passing one single point in space. They failed to show the Noise Level of Two Trains passing each other in opposite directions (this will happen frequently since both tracks are used 16-18 hours a day by 8 train sets). The FRA also did not mention at all the additional Scientifically proven "Slapping Sound" or popping noise as a result of the two air flows that lead each train colliding into each other and then bouncing between and along the two sides of the trains. Finally, Noise Mitigation will be extremely important to those who are making the largest sacrifice for this project, their land. TCRR should have much more stringent and clear specifications from the FRA and under what parameters Noise Mitigation Must be	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix E Combined Tech Memos Set 1 Of 2 Pgs. 4-8
NV	Lod	gap	The LOD should be specified for each criteria discussed such as noise, vibration. Etc.	
NV	Noise	gap	"Between the county's northern boundaries where the proposed route crosses SH 99, the land use is mostly rural with scattered single family residences." They failed to address noise levels where the train will be right next to a wedding venue which will greatly impacted this business and will result in shutting it down. Again they have this site mislabeled as agricultural when it is a business and sound levels were not accounted for in this area at all. Any increase of noise would be detrimental to this business and was not addressed at all. They were not consistent with their noise measurements for any of the counties and used various time intervals for certain locations. They did not state exact measurements as well from structures to train. Highly subjective results and too many variables and data points not addressed to be accurate.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2 Pg 91

Code	Topic	Issue	Comment	Chapter/Pg
NV	Noise	gap	"Calculation of noise impacts began with capturing baseline ambient noise measurements at key locations near sensitive receptors along the Build Alternatives. FRA compared these baseline noise measurements against modeled noise levels for both construction and operation of the HSR system." Unfortunately, FRA used Ldn(Day-Night Sound Level) as a baseline to compare to modeled rail noise. While this is a useful comparison for total average noise, Lmax (Maximum Sound Level) at a location should be used to add to Lmax from the train to get a true picture of the maximum noise at a location. Decibel levels are not numerically additive but they are additive and peak noises can be dangerous.	Es 9.5
NV	Noise And Slapping Sound	Gap	https://physics.stackexchange.com/questions/259639/slapping-sound-when-trains-pass-each-other https://www.researchgate.net/publication/222156045_Aerodynamics_of_high_speed_trains_passing_by_each_other The fact remains they Only Assumed One Train Passing and Nothing about the Slapping Sound was used in the Noise Study which makes it ALL Incorrect or Inaccurate The Design Sound Level Criteria must be Accurate to validate ALL other analysis work. This is not to mention they used the WRONG TRAIN Speed which I bet does have an important affect on the Slapping Sound impact since Speed does play a roll per what I had read on the Slapping Sound. I don't know the accurate number, but my Accusation is "Sound". They missed it 100%	
NV	Noise Impacts	Gap	"There is only one single-residence on NB and SB sides projected to have moderate noise impact." My question is: Did they measure every residence in order to give a definite number of only one residence?	Nv - Pages 3124-3125 (Comb. Pdf), Deis Page Numbers 64-65
NV	Noise Impacts	Gap	Roy and I tried our best to find someone with AECOM or TCR to get to the bottom of the true Noise Methodology used by them in the DEIS as an entire basis for all of the Noise Analysis. Other than a bit of information about likely a small increase in DBA for the Second Train, we could only get them to say for sure they have the sound for one train in the numbers, not for two trains. they did acknowledged there will have two trains passing (wow) but the DBA increase would be small because of the logarithmic noise curve, AND regarding the "Slapping Sound", they must have done some recent checking as they knew someone out there was asking the question about it. all they could say was the slapping sound was while a hsr is traveling through a tunnel which is only part of the story. that is actually how the slapping sound was discovered. but obviously they did not have time to read up any further on the slapping sound analysis work that was done with two HSR trains passing each other in opposite directions that had nothing to do with a tunnel. I had to ask some very specific questions so they could not do the "side step" just to get that much out of them. they claimed the people who did the detailed noise work were not available at the meeting. I told them I thought since august 8, 2016 when I advised Michael Johnsen with the fRA about the Slapping Sound, they should have had enough time to look into the matter if they really wanted an Accurate Noise Criteria Number on which to base their Entire Noise Analysis- When you double the sound source you increase it by 3 dba is the rule of thumb used. He could not answer the passing comment but just if you had 100 trucks on freeway makes x sound level and you double that source to 200 trucks the rule of thumb is X+3 for total Think of it this way on jet engine if you hear one plane at full throttle and another one right beside it fires it engines up its not double the sound pressure and its an additive effect in a logarithmic way. So a 3 dba is a decent amount of increase although 85-88 dba may not look like it but it is. The below explains it a little better. DO NOT forget the sound demo per Greer is 125-175 mph and that alone should be an huge issue http://www.noisehelp.com/ decibel-scale.html See link below Got to 3:40ish and you will see the 125-175 (all noise impacts measured on falsely lower speeds) https://www.youtube.com/watch?v=JxJAEDgNxrw Greer told me that the speed of the trains during the test went from 125mph to 175 mph!!!!!! Now we have to find out how that ties into everything else in the DEIS and see what data or impacts were using this 175 mph top end speeds. The Aero noise as yall know takes over about 150ish so they are not including the 205 actual levels? I think the sound demo was based on this research so that train in the film was only going 175 mph? it was 85-86 dba at 50 yards. SO 205 mph is how loud??	

Code	Topic	Issue	Comment	Chapter/Pg
NV	Noise Level Data 17.2.2	Gap	No speed indicated. Most Japan trains run at 186 mph	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 193 Of 199
NV	Noise Level Data 17.2.2	Gap	Rice Field – If ready to harvest it would be dry, thick and absorbing sound. If it was under water it would reflect more sound. Rice harvest in Japan is August to September. So, dried out rice field would skew the noise to the downside. What was the speed of the train?	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 194 Of 199
NV	Sound	Gap	All the sound measurements do not list how many trains per day, if any repairs every night, or speed of train is being measured.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf
NV	Sound	General info	Since all this measurement on sounds makes sure there are no issues, doesn't this admit that nearby open property is going to be lower in demand for building therefore reducing value.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf
NV	Technical Memorandum Noise And Vibration Measurement Locations	Gap	Gathering of sound – was the train going 205 MPH? They assume the 87 DBA for all speeds regimes. Any measurements of nightly maintenance crews? That should skew the LDN up as due to the different rate this applied to night rural sound sources.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Pg. 44
OTHER	Railroad Operations	Gap	Goes to Glenn statement that rules on a particular applicability rules to a specific railroad operation. Does the RPA have to be in place before they can operate a RR? Since the rules are not even in place how could they have been operating a railroad they claimed that they were?!	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Pg 7.1
OTHER	Regulatory Context	General info	If DOT money used the state rules of condemnation gets put aside (uniform act and many more rules apply)	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.2
OTHER	Sales Tax	Inconsistency	they are counting ALL the airline passengers switching to HSR (and maybe a few more). This doesn't match other data tables regarding market share. Looking at table 3.14-22 it has at the $7.2 million dollar level subtracting out 1.9 million air travelers, and at the 5 million dollar level subtracting out 1.3 million air travelers.	Table 3.14-22 Socioeconomic And Community Facilities
PR	Guns And Hunting	Inconsistency	The DEIS does not mention whether or not guns will be allowed on the HSR. Texas is an open-carry state. Will sidearms be allowed? What about transporting hunting rifles or other long guns? Will that be allowed on the train? Passengers will always have access to their luggage, will people be able to pack guns in their luggage? If guns will not be allowed, how will that be prevented?	
PS	Build Alternatives Temperature	Gap	May have to slow trains during high temps, earlier it stated no worse cold weather but heat increases the need to be addressed – tracks only.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.21.5.2.7

Code	Topic	Issue	Comment	Chapter/Pg
PS	Grimes County Existing Emergency Service Providers	Bad data	Plantersville does not have PD. It should be Todd Mission. Does Richards have PD??????	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-11:
PS	Safety And Security	General info	3.16-2 and 3.16-1 the robbery on DART system is almost 40 times that of all of Grimes. Assume 27K population for Grimes, don't know ridership of DART. Grimes county doesn't want the safety and security issues of Dallas and Houston	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.16
PS	Safety And Security Hazards Inventory Crime	Inconsistency	How can crime be high for Grimes and Harris county when chart above had it at .7 and 40 something per 100 on certain crimes. Incorrect classification	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-3
PS	Safety And Security Hazards Inventory Fire	Bad data	No fire reported and we had 2 major fires in Grimes south part along route.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-3
PS	Safety And Security Hazards Inventory Weather	Bad data	Had bad tornado in 2016 or 2017 on Hwy 6. Waller and Grimes both got several huge rain events that cost way more than what is listed. Just Grimes county road and bridge was huge amount.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-3
PS	Station Facilities 6.3	Gap	Only 6 full time security staff for 7x24 services. So how does the CCTV room and such work. Will there be only one guard walking the grounds then. During breaks and lunch, then who?	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 71 Of 199
PS/LA	Hsr Safety & Security Safety & Security Safety Regulations Maintaining Security On Hsr Intrusion Protection	Gap	The FRA was not specific enough on Security Monitoring along the most rural parts of the route as well as ensuring the Identification of wild animals on the track. Also, the safety of a train passing in rural Texas where Hunting is at the highest level was never mentioned. Finally, there is the issue of High Elevation Rescues from on top of the raised tracks in case of an Emergency or Breakdown. Rural Texas is significantly hunted. What steps have been taken to ensure rifle bullets do not enter a train? Much of the rural route is infested with Feral Hogs. The FRA was not specific on what type of monitoring system would be used to make sure every INCH of the route is detected for any animals on the track. This was covered lightly by the DEIS (16.2.5, pgs. 185-186). Normal chain link type Fencing is of no use to keep Feral Hogs off the tracks. A train hitting a 300# Feral Hog would be devastating. It takes special fencing as well as a methodology to minimize the digging under the fences to keep Feral Hogs out of an area they are unwanted. More specifics specifications should be provided to TCRR. Who will develop the specifications for Emergency Response on top of a Viaduct or tall Berm including requirements for High Elevation Evacuation of the Train sets? Again, an area totally missing in the DEIS. And Finally, there must be a Risk Assessment performed on the ability for Emergency Vehicles to reach any remote area along the 240 mile route. There is no mention of this in the DEIS. In any wet or winter months, it will be next to impossible to reach the track in the middle of a very remote pasture along the route. Will special Emergency Response Vehicles be purchased by TCRR and kept along the route for fast emergency use? Where is this covered in the DEIS?	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Fdce V7 Report Sect. 3.12, Pg. 49 Of 199 Sect 4.1, Pg. 62 Of 199 Sect. 4.2, Pg. 63 Of 199 Sect. 4.4, Pg. 64 Of 199

Code	Topic	Issue	Comment	Chapter/Pg
PS/TR	Constructability Highways/Roadways Traffic Emergency Response	Gap	Public Daily Travel Increased traffic flow disruptions and congestion, generally more equipment and construction employees on the roads, More Permit Loads of huge Construction Components, Negative Impact to the General Flow of Business and potentially Negative Impact of times for First Responders to reach required destinations. The FRA seems willing to accept the loss of One Life due to response time based on the Conclusion regarding Response times (Impact not Significant?). There Must Be Zero Impact to Emergency Response Times. The HSR is a Huge Construction Project. FRA's report is too General and not specific to Increases in Traffic Flow, Permit Loads, and not to mention First Responder Impact times for ALL Qualitative Levels of Impact to Response time. FRA Concludes "Impacts to Emergency Response Times Not Anticipated to be Significant". The FRA Identified Low, Medium and High Impacts but focused only on the Red highlighted High scenarios. Not Good Enough. This Project is Not worth a Single Public Life. ANY ADDITIONAL DELAYS OF FIRST RESPONDERS times to reach required ultimate destinations as a result of this Project will be UNACCEPTABLE TO THE PUBLIC. The FRA has the ability to take Lessons Learned from another project, such as that in California, from the standpoint of negative impacts to the Public's Travel Needs. More Detailed Expectations and Boundary type performance parameters, particularly when it comes to First Responders reaction times, must be provided to TCRR. The FRA must make sure the Environment of Travel and Conducting of Normal Business as well as the Public's Safety/Security is minimally negatively impacted to say the least by this project, but have Zero impact to First Responders. Will the Project furnish its own Emergency Response Vehicles & Personnel or will they use County Resources? Have the Emergency Response times been calculated based on the identification of all road closures, modifications, and lane closures that would be underway at that time or is it based on current undisturbed roads?	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 2.5, Pgs. 5-6 Of 34 Also Sect. 4.22, Pg. 24 Of 34 Also Sect. 5.1.1, Pg. 27 Of 34
PS/TR	Constructability Tcr Contractor Construction Safety Expectations	Gap	The DEIS discusses Safety but says nothing about Expectations of TCR and their Contractors regarding Personal and Operational Safety Systems and how it applies to the Safety of the Public during Construction. Is the Public Safety throughout Construction Not a Concern of the FRA in a DEIS? A set of Minimum Expectations to protect the Public and to manage Construction while using a Comprehensive Personal and Operational Safety System should be provided by the FRA and placed on TCR and its Contractors. As an example, Lane Closures and new detours are dangerous. If the FRA is not responsible for this, who is to be held accountable for accidents and injuries or even deaths that would not have occurred had the FRA not issued a DEIS and potentially a ROD for this Project?	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Nothing In The Deis On Construction Safety
PS/TR	Safety	Bad data	Looking at the TxDOT traffic deaths by type of road the Dallas and Harris counties has over 2/3rd of total deaths vs the middle counties. Middle only had 45, but Harris and Dallas have lots of interstates so hard to compare. Have not looked at accident rates by road type	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.4
SG	Natural World 3.14.2.2	Gap	Viaducts no need for herbicide and fertilizer. But nothing is being said about the use of herbicide and fertilizer along other parts.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 59 Of 199
SG	Soil Conservation Reservoir	Gap	There is a soil conservation reservoir site adjacent to the train and permanent construction site which appears will be negatively impacted. This is not depicted on the FRA maps. https://mapcarta.com/21805530	7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_1Of5 Sheet 52 53 84

Code	Topic	Issue	Comment	Chapter/Pg
TR	Additional Projects Considered For Cumulative Impact Analysis	General info	21 being the 1-14 corridor even makes this 30/90 plan more ridiculous. Pg 3.18-5 says they will hold more meetings if needed TCRR shall provide a construction notice to residents and businesses in the vicinity of the alignment at least 2 weeks prior to construction.• TCRRs shall contact local emergency services (hospital, fire, police) at least 14 calendar days in advance of ramp, lane or road closures so that they can arrange for alternate travel routes. TCRR shall notify the public a minimum of 48 hours in advance of any road closures.• TCRR shall notify the public and business owners of temporary access changes during construction at least 7 calendar days in advance of the change.• At least 14 calendar days prior to construction, TCRR shall place advance warning signs at locations designated by the TxDOT to notify motorists, pedestrians and bicyclists of construction-related delays. Gulf Coast Strategic Highway- U.S. Congress designated part of US 190 as IH-14, a new interstate highway intended for both military and civilian use. The plan is a "Ports to Forts" interstate highway connecting the Port of Beaumont and Port of Corpus Christi to Fort Polk, Louisiana, Fort Hood, Texas and Fort Bliss, Texas. Existing highways would be widened and designated as IH-14. Several options for the main route of the potential future IH-14 and extensions are under consideration, as well as designations of several highways as feeders/connectors / SH 21/US 190 – Addition of 2 lanes to 9 miles of an existing divided highway from the Navasota River to Madisonville	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 4.3
TR	Automobile Commuter Flow	Inconsistency	Dallas county to Harris county commuters- 65 http://bigbytes.mobyus.com/commute.aspx Harris county to Dallas county commuters- 179 http://bigbytes.mobyus.com/commute.aspx Data for this visualization is from US Census American Community Survey (ACS) data combined with Google MAPS API (Data was compiled using 150-290 mile journey between Houston to Dallas and only 179 trips from Harris to Dallas County and only 65 trips from Dallas County to Harris county in work flow commutes including buses. The ridership data is not justified or substantiated in the DEIS	
TR	Clearances And Track Spacing 3.2.4	General info	16.5 ft. for state highways and local and 22 for interstates for HRS over road	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 33 Of 199
TR	Conceptual Engineering Plans And Details Final Draft Houston Segment Civil Plan And Profile	Inconsistency	High Oaks Drive is closed and the later maps showing the blue, orange and yellow roads. It's not listed as being closed by orange.	34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn-01177
TR	Conceptual Engineering Plans And Details Final Draft West Of Teague Segment Civil Highway Plan View	Inconsistency	Drawing road closed.	46 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 4-2.Pdf Rdy-Wt-04010

Code	Topic	Issue	Comment	Chapter/Pg
TR	Constructability Material Haul Earthwork Pre-Construction Activities	Gap	Damage to Existing Private, City, County, State and Federal Road/Highway Infrastructures The FRA must require TCRR to provide to Landowners, the City, Counties and the State, with their expectations of damage to Private, County, State or Federal Roads based on an increased traffic flow volume and transport weights vs. normal traffic prior to the HSR construction. The Government entities and the Public deserve to understand How much damage and where it can be expected (e.g., whether repair or total replacements should be expected). Who will pay for this damage repairs? Will the Public have to wait 5+ years to see the damage repaired? Who will pay for damages to the public vehicles as a result of having to use unsatisfactory roads for 5+ years?	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 2.13, Pgs. 20-21 Of 34 Also Sect. 2.3, Pgs.3-4 Of 34 Also Sect. 6.2, Pg. 29 Of 34
TR	Constructability Traffic	Gap	Construction Access will require the construction of new roads requiring the taking of more Private Property for roads. FRA needs to clarify who owns these newly constructed roads and who will be responsible for maintenance in the future. The FRA needs to also clarify if "New Roads" would fall under the normal Eminent Domain process, thereby this Project would then require the use of More Private Property simply due to its Discussion. The Public deserves this level of detail.	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 6.5, Pgs. 29-30 Of 34
TR	Construction Staging And Pre-Cast Operations # Permit Loads As A Result Of Construction Sites Traffic Around Construction Sites	Gap	Quantification of increase of Permit Loads on local and community roads as well as the resulting changes in Traffic Flow and Congestion. The Construction Staging and Pre-Cast sites will require the influx of Raw Materials and the staging or export of completed construction components. The FRA should Quantify the number of Permit Loads on this project vs. that the Public normally sees for ALL Construction Sites or otherwise for movement to the HSR site. Much of this will be associated with the Construction Staging and Pre-Cast Sites. Also, the Increase in Traffic around the newly built Construction sites should be communicated to the Public and local governments so they might plan for the new Traffic flow and Congestion	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 3, Pg. 22 Of 34 Also Sect. 4, Pg. 23 Of 34 Also, Sect. 5, Pg. 27 Of 34
TR	Effects Of Permanent Road Modifications	Inconsistency	Does not match up with some rerouting of roads. High Oaks Drive- closed per side view. The blue/orange/yellow and pink maps does not show it closed	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-16
TR	Environmental Consequences Aviation	General info	Runway protection zone RPZ = HRS will be 235 ft. within the runway 10,000 ft. with 200 structure height	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.11.5.2.10
TR	Existing And Projected Mode Share Of People Traveling Between Dallas And Houston	Gap	1320/1500 ISL, does this count return trips in area? 1320 cars at station means 1320 or less cars leaving station from inbound pass or drop offs.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3.2-7

Code	Topic	Issue	Comment	Chapter/Pg
TR	Grimes County	Bad data	Date of collection was during Ren Fair. TXDOT traffic counts for the same year 2015 was almost 20% less than TCR info. DEIS 30 5600, 90 5100. TXDOT 2015 4599/4527. TXDOT 2016 5212/4083	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.11.4.8
TR	Grimes County Roadway Modifications	Bad data	Just more info on road modifications and includes the ones that were deleted from above. Bad Chart	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.11-47
TR	Limitations Of Existing Transportation Modes	Inconsistency	TCR used bus in door to door travel times but here we have Vonlane at 3.5 hours is the gray hound bus at more than 4 hours weighted in the door to door to capacity or equal weight for mode of travel? goes back to the 59-39 from 2002 and in 2017 the vonlane is 3.5 hr.	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.5
TR	Mitigation Measures	Gap	Just buy the airport if needed to avoid any conflicts - Weiser Air Park is closing the air field in any study on impacts? Maybe be nice to put flyer out at airport with this highlighted.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Tr-Mm#8
TR	Need	Bad data	Footnote has TCRR supplying the 89% by car travel (see line 41)	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2
TR	Parking Demand At Station Locations 6.5	Gap	750 for general parking and if 70% stated elsewhere to BV would be by car then is 750 spots enough. How many passengers a day at BV and is BV being overlooked for capacity.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 79 Of 199
TR	Private Road Closures Public Road Closures (1) And Modifications Grade Separation Database	Inconsistency	TCRR has continuously communicated to the public that very few to no roads would be closed as the HSR would be elevated and crossing over existing roads. However, the truth is: 66 Private Rds. Closed out of 161 crossings. 43 Private Rds. Re-routed. 1 Public Rd. Closed out of 463 crossings (DEIS Verbiage states No public roads are closed which is Incorrect). 139 Public Rds. Re-routed. And some of the Private Road closure might be left up to the Landowner to remedy themselves. TCRR has NOT applied for a County Permit as required by a number of the Counties being negatively impacted by this Project. Those Permits also require TCRR PROOF OF EMINENT DOMAIN BEFORE A PERMIT CAN BE ISSUED. No work on any County Roads may be performed without that Permit. The FRA is Silent on this issue and it should be displayed by FRA because it is the LAW. This plan is unacceptable and needs to have significant restrictions put on TCRR and a complete re-do of the plans for existing roads and traffic. The re-routing of roads will just add to the 4.5-5 years of traffic congestion like many have never seen and having the Public change their travel routes forever. The sacrifices have just gotten much larger for those who will receive no benefit	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Fdce V7 Report Appendix C, Pg. 1 Of 14

Code	Topic	Issue	Comment	Chapter/Pg
TR	Purpose And Need	Inconsistency	"As part of the Coarse Screening Analysis, FRA determined that higher-speed and conventional speed passenger rail service, direct bus service and expansion of travel lanes on IH-45 would not meet the Project purpose to provide the public with reliable and safe high-speed passenger rail transportation between Dallas and Houston. Although higher-speed and conventional rail service may be able to use existing railroad ROW on either the BNSF or UPRR corridors, these potential corridor alternatives would not be able to employ the N700 Tokaido Shinkansen HSR system as proposed in TCRR's petition for a Rule of Particular Applicability or reach travel speeds of 200 mph, one of TCRR's identified objectives for the Project. Direct bus service or expanding IH-45 may temporarily relieve congestion on IH-45, meeting the transportation need of the Project. However, these alternatives rely on vehicular travel as the primary means of transportation between the Dallas and Houston metropolitan regions and would not offer a long-term alternative to travel on IH-45 and they would not offer a one-way trip in 90 minutes or less. Additionally, these other potential transportation alternatives would not provide passenger rail service, as per TCRR's objectives for the Project. Therefore, FRA eliminated these alternatives from further consideration based on failure under the Purpose and Need criterion." FRA admits that TxDOT's expansion of I45, that will occur, or expansion of bus lines will meet the Transportation needs of the project; it was rejected because it was not HSR and would not be a one way trip of 90 minutes or less. If the HSR runs at 240 mph from station to station, the trip will take 70 minutes and that is with instant acceleration and deceleration. Obviously, that will not happen. It will take time to accelerate, slow down for curves such as that in Hockley, and to decelerate. In addition, there will be ticket purchase, passenger screening through TSA, passenger and baggage loading, passenger and baggage unloading, and departure to some other mode of transportation. The actual transit time will be the same as airline or more as HSR is slower than a jet. So nothing will meet the needs of FRA but HSR because the criteria only support HSR. If your only tool is a hammer….. It also states "FRA eliminated the BNSF and UPRR corridors predominantly because BNSF and UPRR declined consent to share ROW for the majority of distance between Dallas and Houston, which made them operationally infeasible, and the immediate adjacency to the corridors would require a cost-prohibitive barrier wall along the 240-mile length of the corridor." If BNSF and UPRR can decline to share the ROW, why can't actual land owners exercise the same right.	2.4
TR	Quality Of Life 3.14.2.1	Inconsistency	No public roads closed – chart elsewhere list a public road in Madison County closed. I see Long Point in Houston being closed by civil drawings side but not listed nowhere.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 57 Of 199
TR	Railroad Issue	General info	If TCP claims that FRA would not work with a non RR then when does FRA working with TCP make the RR claim true? What is that date? Plus since they cannot operate the train at todays speed and rules, does the RPA make the click to make them a RR which is way past the SB18 deal?	
TR	Regulatory Context Texas Transportation Code, Title 5, Chapters 112 And 131	Bad data	112 and 131 is listed but the 131 we know is after the 2012 SB 18 law	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.2

Code	Topic	Issue	Comment	Chapter/Pg
TR	Reliability Of The State Highway Svstem	Bad data	59 to 39 mph. from STB that chart it referred too was 2002 actual to 2035 projected we are 15 years into this and speeds are still 59 or better avg. Traffic increase should be 100% vs 200%? It doubles and its weighted by AADT traffic length stations the middle 83h34 station (might be 82/h34) is going up less than 1% from 2000 to 2015 bad data.	1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.3
TR	Ridership And Cost Analysis	Gap	AAF another "private" railroad company has given their ridership and cost data in their DEIS. Why was this omitted in this project? https://www.fra.dot.gov/eLib/Details/L15932 Market share for this private train is estimated to be 7-8% while TCR is stating their market share is 21% which puts ridership at 2.9 million and not the 5 million. The actual ridership suggested of 5 million makes the market share at 36%. This is ridiculous as compared to this other private company. AAF has price per mile costing .35-.61 while TCR has costs averaging .83 TCR numbers not making sense and this private company just like AAF did needs to have their ridership and costs in the DEIS. This is especially warranted as this company is seeking eminent domain and federal tax dollars.	
TR	Roadway Grade Separation Database Appendix C Road Grade Separation Database - Summary By County	Inconsistency	Chart shows Madison County with a public road closed on route	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 14 Appendix C
TR	Service Planning 2.2	Inconsistency	186 and max speed not till way later 2040	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 18 Of 199
TR	Service Plans And Key Assumptions Table 3	Gap	2 TPH but assume that is one direction so the 1 TPH in BV is each way. Parking spots are total for retail and passengers. I think it's only 600 for passengers.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 21 Of 199
TR	Speed Distance Trip Graph Houston To Dallas Alignment A (205 Mph) Figure 4	Inconsistency	From chart zero to 205 is about 17 miles and stopping is about 6 miles.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 25 Of 199

Code	Topic	Issue	Comment	Chapter/Pg
TR	Technical Memorandum Transportation Brazos Valley Station Existing Los (Delay In Seconds Per Vehicle)	Inconsistency	30/90 is 10/11 LOS AM/PM existing where before the no build had it future of 40/50 but did that include any planned improvement already on board for 30	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 2
TR	Technical Memorandum Transportation Brazos Valley Station Impact Los (Delay In Seconds Per Vehicle	Gap	Assume this is 2040 LOS data 52/33 for no build and 63/50 for build. Does this include 90?	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 5
TR	Technical Memorandum Transportation Brazos Valley Station With Mitigation Los (Delay In Seconds Per Vehicle	Gap	With a turn lane on 30 E/W the mitigated is 45/27. how does this work with the 63/50 build above? This includes no added traffic for workers, vendors or TOD type traffic. If no station then does the now build 2040 the natural growth and with the station does that include the normal growth and the increased growth due to the development from TOD.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 10
TR	Traffic And Congestion	Gap	Teleworking/Telecommuting (this has not been considered in the future projections of congestion yet has the fastest growth rate of all travel patterns and has already superseded public transportation) (telecommuting has doubled in the past 10 years growing at a much more faster rate than the driving patterns of I-45N which has only grown 10% during this time frame) 3.9 million U.S. employees, or 2.9 percent of the total U.S. workforce, work from home at least half of the time, up from 1.8 million in 2005 (a 115 percent increase since 2005). In more than half of the top U.S. metro areas telecommuting exceeds public transportation as the commute option of choice. It has grown far faster than any other commute mode. https://www.flexjobs.com/2017-State-of-Telecommuting-US/ http://www.federaletc.org/pdf/NIH.pdf https://www.mysolutionis.com/hr-management/_images/CS-Telework_CaseStudies-102808.pdf http://globalworkplaceanalytics.com/telecommuting-statistics https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/ http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html https://www.spartnerships.com/telecommuting-will-state-of-texas-employees-be-next/ https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/	

Code	Topic	Issue	Comment	Chapter/Pg
TR	Traffic Demand At Station Locations 6.4	Bad data	Math not adding up on the % by type of mode to station. Looks like they only count one-way traffic at the station. 2.4 passengers per shuttle should be a joke. They do count drop-off, pick-up, taxi and shuttle as double traffic counts. But they are using about 1300 passengers at station but the above is just for those using to leave. Not for the 1200 or so leaving the station. Does this transfer to the LOS data?	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Pages 71-73 Of 199
TR	Traffic Projections	Bad data	They are claiming that there will be a >200% increase in traffic but midpoints both north of Fairfield and Streetman data points only show an 83% increase from 2016 dates until 2035 Per the DEIS: "According to the Texas Transportation Institute's 2010 report, even taking into account forecasted improvements, vehicular traffic on IH-45 between Dallas and Houston will increase more than 200 percent by 2035, resulting in average speeds decreasing from 59 to 39 mph." This is a simple math issue. Again looking at the TxDot Statewide Planning map various data points only show an 83% increase from 2016 to 2035 http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html Station Flag 82H75 Site ID H75 AADT 2016 29,802 Route ID IH0045-KG 2015 AADT 28,446 2035 Estimated AADT 54,620 24 Hour Truck Percentage 32.4	Deis, Page 1-10
TR	Transit Fatalities	Bad data	"Therefore, while transit has the lowest average fatality rate among transportation modes, when rail data is adjusted to remove trespassers and highway-rail crossing fatalities (as depicted in Adjusted Railroad values, Table 1-2), rail has the lowest fatality rate with a 10-year annual average of 41." I'm not sure what an annual average comparison means in comparing fatality rates for transportation modes does except to disguise trends. Comparing fatalities per vehicle mile traveled would make more sense. In looking at Table 1.1, highway, rail and air travel fatalities have all decreased by at least 25% from 2004-2013, while transit fatalities have increased by 50% in that same time period.	1.2.2.4
TR	Trip Generation And Distribution For Brazos Valley Station 6.4.3.3	Gap	If 99 from College Station on 30 then how many car trips will be added on 30 for the day?	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 78 Of 199
TR	Txdot	General info	With the date of the CE stuff being 11/17/2017 did TXDOT have 30 days to review. They said they would have 30 days to poke holes in it since its released on 12/18/17. ISH	
TR	Existing And Projected Mode Share Of People Traveling Between Dallas And Houston	Inconsistency	"According to the Texas Transportation Institute's 2010 report, even taking into account forecasted improvements, vehicular traffic on IH-45 between Dallas and Houston will increase more than 200 percent by 2035, resulting in average speeds decreasing from 59 to 39 mph." However, when I look at the source data in the footnote, https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5930-2. pdf Table 3. Corridor Traffic Data & Projections 2002 and 2035 – FHWA Freight Analysis Framework 2.2. shows a 126% increase in traffic, which is not greater than 200% (it is less than 200%). Every number in the DEIS is called into question. This is not a minor error. If it were insignificant, it would not be in Texas Central's video. Members of the public and public officials both could very well be influenced by a greater than 200% increase in traffic. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.	

Code	Topic	Issue	Comment	Chapter/Pg
TR	Ridership	inconsistency	Texas Central is quoting the DEIS in stating that 14,630 vehicles per day will be taken off the road. This not only unbelievable, it is calculated using Texas Central's proprietary (secret) data of 7.2 million passengers per year. Texas Central is promoting this incredible number while asking people to comment on the DEIS. Based on TxDOT's projected traffic on I45 in 2035, 14,630 vehicles per day would mean a 61% diversion rate from cars to HSR. This is simply absurd. The diversion rate predicted for the HSR is 5%, not 61%. This is not open government. The DEIS must be based on publicly available data, not secret and false Texas Central ridership reports. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.	
TR	Ridership And Cost Analysis	Inconsistency	From the DEIS: "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." The DEIS reverse engineers the number of cars taken off the road due to car drivers and passengers taking the train using a 1.2 passenger per car average occupancy. Where does this number come from? It seems the DEIS pulled this number out of the air. While Appendix F does use a 1.2 passenger per car average occupancy, that is for traffic going to train stations, not traffic between Houston and Dallas. Using a 1.8 average occupancy (as the Reason Foundation report "Texas High Speed Rail: Caution Ahead" from February, 2017 does), and keeping all the other numbers the same, the number of cars taken off the road would be 9,753 a year, or 33% fewer cars taken off the road. This it itself would cause all of the emissions calculations to be flawed. None of the calculations based on the 7.2 million riders can be verified, as the 7.2 million ridership number itself can't be verified. There is no way to know what average passenger occupancy went into the 7.2 million ridership number, as the FRA is using a proprietary, secret document to get the ridership number. Was it 1.2? Was it 1.8? Is the 7.2 million riders even based on cars on the road? This is not open government.The DEIS and the public comment process is fatally flawed and the DEIS should be scrapped and a decision of NO BUILD should be issued immediately.	
TR	Traffic Demand	Inconsistency	The formula used was "Round trip distance X cars/year = VMT" when it should have been "One way distance X cars/year = VMT". According to the other data in the chart, using the VMT (Million) (based on other data in the DEIS) of 1,276 VMT (Millions) would result in 40,775 (000s) [gallons], or 40.8 million gallons, which is half of 81.5 million gallons. This is so important that Texas Central used the doubled figure in the video that they have shown at all 10 public meetings, that has been viewed at least 29K times on their Facebook page and that they have on their website on the same page where they urge people to contact the FRA about this project:The public process for the DEIS has been fatally compromised. The DEIS itself is worthless, as none of the numbers have any integrity or value. The DEIS should be scrapped. The FRA should immediately issue a decision of NO BUILD. Barring that, AECOM should be fired and competent professionals hired to create a new DEIS.	
TR	Ridership	Inconsistency	Did AECOM even have access to Texas Central's secret ridership report? The hoops they jump through to come up with their incorrect calculations make me think that AECOM didn't review the secret report at all, and were only told there would be 7.2 million riders per year. This is awful. What a waste of everyone's time and resources to produce the horrible DEIS. What a shame that so many Texans have had this awful project hanging over their heads for years and years. How much development has been suppressed in path of this monstrosity? How much stress has been forced on families? The FRA needs to immediately issue a decision of NO BUILD and tell AECOM and Texas Central to go away and never bother Texans again.	

Code	Topic	Issue	Comment	Chapter/Pg
TR	Ridership	Inconsistency	Hi Kevin, Texas Central has this form letter that people can send from their website. It ends:"As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion — because it's good for Texas!" However, this is all in great doubt, and emissions may actually increase in the non-attainment counties. The DEIS uses this to obtain the 5,340,000 cars trips per year removed: "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." DEIS p 3.2-13 Why would AECOM be reverse engineering these numbers anyway? Did they not have access to the secret ridership report? The 7.2 million riders per year is in huge doubt. Reason states 1.4 million; TxDOT between 700,000 and 2.7 million. 7.2 million is way out of line. Why use the 89% existing share in the calculation? Surely millions of the 7.2 million riders are induced. How else would the number be so high? Why use 1.2 passengers per car? 1.2 passengers per car is used in Appendix F, but that is people going to the station, not between Dallas and Houston. Surely to get to 7.2 million riders, the cars would have to be crammed full. For example, Reason uses 1.8 riders per car. Just changing this variable, the cars per year is taken down to 3,560,000. No one knows what the secret ridership report used - one of the many reasons the ridership report should not be secret. All Aboard Florida had a ridership and revenue study as an appendix to its DEIS. THEN the DEIS uses roundtrip miles on every emissions calculation. This is wrong, as the 7.2 million riders contains all the trips - a roundtrip would count as 2. The VMT (vehicle miles traveled) is doubled on every calculation, rendering every calculation wrong and useless. The only thing the DEIS "confirms" is that AECOM should be fired and the DEIS trashed.	
TR (?)	Brazos Valley Station Trip Direction And Mode	Gap	Total is 166 and this must be hour type deal. What is the peak travel? And small issue on parking due to Midpoint have 600 public spots. So, if this chart is for start or end is big issue. Has TRCC a source we can get at?	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.11-48
TR/CG	Brazos Valley Station	Inconsistency	Development beyond station is not reasonably foreseeable. Dallas has development potential included in various ways but Brazos Valley does not have it included. Direct shuttle will be from BV Transit, which will not pay for itself so added cost to taxpayer and Houston the site not selected could be used for development/contradicts. Regardless of which station site FRA selects, it is reasonably foreseeable that development around the improvements to the nearby roadway network station area similar to an airport terminal could occur to accommodate travelers.	3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 4.3.1.2
TR/CG	Construction Cost Estimate And Schedule	Inconsistency	Proprietary info due to private and not seeking public funds. Is the cost of upkeep on public roads a form of public funding of the project?	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 34 Of 34

Code	Topic	Issue	Comment	Chapter/Pg
TR/CG	Fra Route Selection Process, Public Need, And Eminent Domain Applicability	Gap	The FRA Dismissed the Route along 1-45 due to the need for a barrier for auto/train separation. This would be feasible but costly. Also, there seemed to be NO Cost/Benefit Analysis done evaluating the fact that Those who are hurt the worst and sacrificing the most, their lives the way they know it and their land, are those who will Benefit the Least or None At All from this project. In fact property values all across the region will be sacrificed. Because Cost should not be the controlling parameter to eliminate a Route Alternative, the dismissal of the I45 route that would likely be less harmful to the Environment, should be Reconsidered. Also, because there is NO REGULATORY BODY TO HAVE ESTABLISHED A Credible PUBLIC NEED supported for this project in many ways that might be considered, and those who are hurt the worst will sacrifice the most and benefit basically none at all, the FRA should suspend any further work for TCRR on this Project and wait until TCRR has proven its false claim of having Eminent Domain and Condemnation rights. TCRR AS BEEN UNWILLING OR UNABLE TO PROVE TO A SINGLE LANDOWNER THEY HOLD EMINENT DOMAIN POWERS. TCRR has run away from lawsuits that would have resolved this issue. Also, as the FRA should already understand, TCRR is required to obtain a County Permit from many if not most of the Rural Counties AND those Permits require Proof from TCRR of Eminent Domain Powers. Therefore, No further work should be done towards the HSR DEIS for TCRR until the Public Need issues and County permits related to Eminent	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Main Text I Sect. 2.6, Pgs. 41-48 Sect. 2.7, Pgs. 54-56
TR/CG	New Public Roads	Inconsistency	Dallas county- about 50% new public roads. Ellis county- about 50% new public roads. Navarro county- about 10-20% new public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% new public roads. Houston segment (Harris, Waller, grimes)- about 40-50% new public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. We passed a law to prevent taxpayer funding for this project and now each county is responsible for maintaining a number of new public roads solely because of this project. If we don't have the train, the taxpayers will not have to use tax dollars for these new roads. 126 miles of new public roads	Maps Section 45-52

Code	Topic	Issue	Comment	Chapter/Pg
TR/CG	Ridership	Inconsistency	February 20, 2018 RE: Dallas to Houston High-Speed Rail, DEIS. Research based on need and viability. Mr. Kevin Wright, The Federal Highway Administration documented the "Peak Period Congestion on National Highway System 2012" (diagram A) which shows congestion currently exists between Houston and San Antonio along I-10 as well as San Antonio to Dallas along I-35. They also documented on the "Peak Period forecast for 2035" (diagram B) which shows the demand is highly congested on I-10 as well as I-35 but NOT Houston to Dallas on I-45. According to TXDOT Statewide planning map website, three traffic congestion monitoring sites between San Antonio to Dallas (I-35), Houston to San Antonio (I-10) and Dallas to Houston (I-45), the I-45 route has the least growth consistently over the past 10 years, which pales in comparison to the San Antonio to Dallas (I-35) corridor which has about three time more daily volume. Station No. 110703 along I-35 route between San Antonio to Dallas had a daily volume from 2006 to 2016 from 85,000 to 110,703 with only one year reporting decreased volume. (diagram C) Station No. 45180 along I-10 from San Antonio to Houston had a daily volume from 2006 to 2016 from 37,000 to 45,180 with one year of significant decrease. (diagram D) Whereas Station No. 236H88A along I-45 route from Houston to Dallas between Harris County and the City of Madisonville has a daily volume from 2007 to 2016 from 32,000 to 35,762. A fractional increase over 10 years, five of which had a decrease in daily volume. (diagram E). This information provided by TXDOT and Federal Highway Administration does not support claims made by Texas Central to justify constructing a high speed rail from Houston to Dallas. The FRA board did approve the Oklahoma City - South Texas Corridor project which addresses the need and the only need for mass transit to Dallas. Even by projections from the Federal Highway Administration, Houston to Dallas still would not provide enough ridership to sustain the proposed Texas Central HSR project. If the Federal Highway Administration shows no need, it is critical that Texas Central provide the evidence displaying their interpretation of Purpose, Need and Viability since section ES.4 Purpose of and Need for the Project lacked substantial proof and substance. Predictions being made on forecasted growth does not take in consideration, that Houston may continue to have 500 year floods from here on as predicted by the National Weather Services which does look at data objectively. This will cause a decrease in growth, simply because people will move out of the Houston area since rebuilding year after year has an emotional, financial or psychological toll on people's lives. By the evidence of data from the Federal Highway Administration and TXDOT statewide planning map, there is not enough evidence to support Texas Central proposed High Speed Rail from Houston to Dallas.	
TR/CG	Right Of Way (Row) 3.3	Inconsistency	Turn over all public roads to taxpayer for upkeep. Only MOW yellow will be maintained by TCP- This goes against new laws just passed	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 36 Of 199
TR/CG	Roadway Categories 8.1	Inconsistency	Again, the public roads and overpasses to be turned over to local taxpayers or state taxpayers.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 107 Of 199

Code	Topic	Issue	Comment	Chapter/Pg
TR/CG	Roadway Treatments 8.3.1	Inconsistency	Overpasses over HSR will create new structure that a local entity must maintain, inspect and repair. This I feel will be used to twist the arms of small counties to close down a road vs. the liability to upkeep. So technically TCP won't close the road, the county will.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 110 Of 199
TR/CG	Texas State Regulatory Agency Oversight	Gap	As described in the Abstract of the DEIS, the FRA has jurisdiction over all areas of RR Safety. However, the FRA is not accountable for the entire execution of this project nor how TCRR interacts with the Public in addressing what could be huge issues and negative impact on the public during the Construction Phase. The FRA should suspend any further work for TCRR on this Project until the Texas Legislators can determine what State Regulatory Body would be responsible and accountable to provide Oversight on all aspects of this project except what is being overseen by the FRA, RR Safety. This would also require that a State Regulatory Body is ensuing the new State requirements on HSR Security are being appropriately carried out.	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Main Text I Deis Abstract
TR/FP	Floodplains	Gap	There is no map showing the "new road" that will be built parallel to the rail in the section of land crossing the floodplain. There is a map of the rail and new road immediately before and after that section of land. Reference: Maps RDY-EW-04007 and RDY-EW-04008. There should be a map showing the land between these two maps which is the floodplain. Footprint map in the Natural Resources maps, Sheet 20 shows the "missing" section of floodplain land I am referencing. Was this studied and what is the plan for putting the "new road" beside the rail in that section of land without obstructing Mustang Creek?	Reference: Maps Rdy-Ew-04007 And Rdy-Ew-04008. Footprint Map In The Natural Resources Maps, Sheet 20
TR/LA	Viaduct Sections 16.2.2	Inconsistency	Don't see one for cattle picture below under viaduct. Is not correct as most of the route will have a public fenced off road running along side of the HSR. Picture is deceptive and inconsistent with how a viaduct will actually be on this project.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 183 Of 199
TR/PS/CI	Quality Of Life 3.14.2.1	Gap	No mention of impacts to schools and no mention of BV TOD issues. County will have to take care more of the roads, law enforcement, EMS and such with no money from TCP. Bottom of page will work with local stakeholders for infrastructure types.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 56 Of 199
W	Construction	Gap	How much water for concrete and where is it being accounted for? 32-34 gal per yard is a lot of water for construction.	29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2 Pdf
W	Flooding And Mitigation	gap	"HSR track and supporting facilities (e.g., permanent roads, parking areas, access/maintenance areas, terminals and non-vegetated embankments) would result in permanent impacts to floodplains." This impact should be modeled for the entire project for a Hurricane Harvey type rain event. Just looking at 100 year and 500 year floodplains is not adequate. Sheet drainage is a major problem. Currently, we have road closures for several days due to existing flooding problems. Adding another major impediment will make matters worse. If mitigation is possible, it should be identified now so that cost can be included.	Es 9.9.9
W	Water Demand Appendix F	Gap	300 rentals for parking of I think 250 and 100 washed per day by how many car people.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 2

Code	Topic	Issue	Comment	Chapter/Pg
W	Flooding And Mitigation	Gap	In south Texas, drainage is a major topic of concern for all residents and the government. Every proposed project is required to supply new independent adequate drainage and detention to be identified and implemented and NOT push the "run off" into existing drainage systems. According to the Appendix F_TCRR Constructability v4 Report Section 2.6, it states TCR would incorporate existing drainage systems into design approach. This can not be allowed. I live in the Stone Gate neighborhood. The drainage ditches built around this neighborhood were designed to prevent flooding to our homes. In 2015 and 2016, we received 20 /- inches of rain in a 12 hour or less timeframe. The drainage ditches worked but were at capacity, no homes flooded but some streets were under water. In 2017 we were hit with Hurricane Harvey that dumped 50 /- inches of rain. The drainage ditches failed to protect the homes due to the amount of rain, the runoff, the over flow of Cypress Creek and the over flow of Addicks reservoir. We could not get out of the neighborhood for days, and numerous homes were under water. TCR proposes to build a 65 foot super structure that is 48 feet wide and a 12 to 15 foot wide access road that will be abutting the drainage ditch. The rain "run off" of the super structure will erode the ditches. This will cause additional flooding problems when we get torrential rain storms, tropical storms or hurricanes. Homes that never flooded before will flood as a result of this structure and road since TCR is not providing their own independent detention and drainage that is adequate for the amount of impervious area they are creating. The drainage ditch along Stone Gate was not designed for TCR's capacity. After reviewing the alignment sheets and project footprint drawings, I found that from Loop 610 to Fry Road, TCR will be adding 175.43 acres of impervious cover (that does not include the station area) while only adding 20 acres of detention from Jones Road to Fry Road. There is no drainage detention provided from Loop 610 to Jones Road. That includes zero detention ponds or drainage at the station locations. 1.3 acres of detention will also being removed. Harris Counties existing infrastructure has proven it can not support this type of increase. The environmental consequences caused by flooding has some of the most devastating impacts. Flooding can decimate key ecosystems functions and biodiversity, spread unknown contaminates, loss of human life, damage to property, loss of merchantable crops, loss of livestock and deterioration of health due to waterborne diseases. DEIS, Impervious Cover and Detention page 3.8-26 states "construction of stations and other infrastructure in highly urbanized areas would contribute additional volumes of storm water runoff to existing storm water drainage systems. Increasing storm water runoff flow rates and volume would increase the risk of flooding in areas that are lacking storm water infrastructure or in areas where existing infrastructure cannot support an increase." Since it is not feasible or possible for TCR to supply adequate detention and its own independent drainage, I request the Federal Rail Administration to implement the No Build Alternative.	
W/LA	Permits	gap	No assessment has been and therefore no discussion made for the required TCEQ Storm water Permit for the operation of the 240 mile Rail Road, 10 TPSS substations, 8 MOW facilities, 3 terminal facilities, and the 2 TMF facilities as required by 40 CFR 122.26(b)(14)(I)-(xi). This permit is required before construction starts. Again data should be available from Japan.	
W/TR	Viaducts	gap	“These results resulted in the use of viaduct on approximately 60 percent of the Build Alternatives, which allows for greater movement around and under the HSR system.” Does this mean that 60% of the rail line will be raised on viaducts with free access underneath without fencing?	Es.7

Code	Topic	Issue	Comment	Chapter/Pg
W/WQ	Constructability Construction Material Quantities	Gap	Considering in Texas, a relatively dry State, all of the regulatory issues today regarding water conservation and the use of well or surface water sources, the FRA omitted quantifying the use of water for Construction and applying restrictions on TCRR on its use if appropriate. Will TCRR be allowed to drill water wells for Construction use or will they be required to use Surface Water and if so, from what sources in the area? The FRA does not cover the use or source of water, but simply Assumes it will be available from "Somewhere" at the construction sites. Lots of water will be required continuously not only for concrete batch plants, for construction sites, for mitigating the dust levels during construction for Air Quality, but also for watering erosional control plantings along newly constructed embankments and road shoulders	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 7.1, Pgs. 32-33 Of 34
W/WQ	Surface Springs & Creeks Stream Crossings	Gap	Texas is a relatively dry state much of the time. For sure in Leon County, there exists many surface springs and spring fed creeks (Not Listed by the FRA in the DEIS) that provide valuable water to wild and domestic animals throughout a normally hot and dry Texas Summer. The FRA failed to evaluate the Damage to many sources of extremely valuable water sources particularly in Leon Counties (but may extend to other nearby counties). This fact was not only ignored by the evaluations of surface water, but also the fact these Surface Springs and Unidentified Spring Fed Creeks potentially would be destroyed by any soils disturbance AND the movement of Fill material on top of them or the excavation for fill material. These water sources provide a valuable source of water where tanks are unavailable or normal tanks not around these sources are dried up. One can also see on the sides of hills where the hay fields are still green in the summer heat that is a result of water flowing just below ground.	Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Fdce V7 Report Sect. 13.5, Pg. 148 Of 199
WQ	Conceptual Engineering Plans And Details Final Draft Houston Segment Civil Plan And Profile	Gap	Shows embankment at 100 yr. flood plain. Shows some culverts but question is will the road be above grade in order to have the culverts pass water? If road at grade it will be even with the 100 yr. flood plain and culverts are useless?	34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn-01145
WQ	Permits	Gap	This EIS does not address any of the required permits except for a general floodplain development permit and a Class V UIC permit to inject the 29,654 gallons of sewage contaminated water at the Roans Prairie Substation.	
WQ	Potential Reservoir Sites 13.10.2	General info	Milican was to have a reservoir that would almost reach of Iola to College Station. Don't know if it has been defeated or not and don't know the ground water district. That was working on it. Probably 7-8 years ago it was hot in the news	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 164 Of 199
WQ/W	Subsidence And Groundwater Regulation 13.9	Gap	How is this addressed as NW Houston has some 1.5' numbers.	31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 159 Of 199

Exhibit G

Reason Foundation
Policy Brief 139
February 2017

Texas High Speed Rail: Caution Ahead

by Baruch Feigenbaum



Reason Foundation



Reason Foundation's mission is to advance a free society by developing, applying and promoting libertarian principles, including individual liberty, free markets and the rule of law. We use journalism and public policy research to influence the frameworks and actions of policymakers, journalists and opinion leaders.

Reason Foundation's nonpartisan public policy research promotes choice, competition and a dynamic market economy as the foundation for human dignity and progress. Reason produces rigorous, peer-reviewed research and directly engages the policy process, seeking strategies that emphasize cooperation, flexibility, local knowledge and results. Through practical and innovative approaches to complex problems, Reason seeks to change the way people think about issues, and promote policies that allow and encourage individuals and voluntary institutions to flourish.

Reason Foundation is a tax-exempt research and education organization as defined under IRS code 501(c)(3). Reason Foundation is supported by voluntary contributions from individuals, foundations and corporations. The views are those of the author, not necessarily those of Reason Foundation or its trustees.

Front and back artwork: © http://www.texascentral.com.
All other artwork: © dreamstime.com
Copyright © 2017, Reason Foundation. All rights reserved.

Reason Foundation

Texas High Speed Rail: Caution Ahead

By Baruch Feigenbaum



For the past 30 years, various entities have proposed building high-speed rail lines throughout Texas. All of these lines were to rely on public funding and in the end none were built. About four years ago, a new company, Texas Central Partners, proposed to build a high-speed rail connecting Dallas and Houston. Unlike past projects, Texas Central's line is supposedly privately financed, requiring no taxpayer subsidies.[1]

[1] Keith, Tim. "High-speed Rail Moving Texas Forward Without Taxpayer Grants or Bailouts." *Texas High Speed Rail News*. Texas Central. March 24, 2016. Web. Accessed June 5, 2016.

Construction of a privately funded high-speed rail line is an intriguing idea. The private sector can bring innovative financing tools that help stretch funding further. And, private sector efficiencies can typically reduce the costs of building a project by 20%. Think tanks across the political divide including the Brookings Institute, Eno Center for Transportation, Reason Foundation and Heritage Foundation support public private partnerships and private sector financing.[2] However, private sector involvement is not a panacea. A wildly unsuccessful project is not going to become feasible with private financing. Moreover, because Texas Central's project would be the first high-speed rail line in the United States, and the first privately constructed high-speed rail line in the world, a careful examination is vital.

Among other topics, this report examines the following:

- The feasibility of constructing Texas Central's proposed high-speed rail line between Dallas and Houston;
- The cost of building a line along the 240-mile proposed route;
- Ridership trends and projections in the Dallas to Houston corridor, which is well-served by the aviation and bus industries;
- Travel trends, central city density, car ownership levels and spatial structure of the corridor endpoints; and
- Traits specific to the Dallas to Houston corridor as compared to those of successful high-speed rail corridors in the U.S. and around the world.

Typically, we would not examine the feasibility of a private project because we believe that in most instances the private sector should be able to experiment on its own. However, this project is different. First, Texas Central is planning to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans. These loans, which have very weak taxpayer protections, could be awarded to entities that do not have the resources to repay them.[3] Second, Texas Central has not released a business plan, nor has it provided any verifiable, objective data to support its ridership projections or cost estimates. Given that this multi-billion dollar project is unlike anything that has been built in the U.S., we feel it is imperative to closely scrutinize the project to make sure it is feasible, and that it can be privately funded and financed. We do not want the first U.S. high-speed rail line to fail.

To analyze Texas Central's proposed project, we compared it to earlier Texas high-speed rail plans, higher-speed rail in the Northeast corridor, and high-speed rail around the world. We also examined corridor density, corridor air service, corridor growth, corridor transit service and central city density. Our analysis raises many questions and concerns regarding Texas Central's project.

[2] Each of the think tanks has indicated past support for P3s in surface transportation projects.

[3] Poole, Robert. *Add Taxpayer Protections to FRA's RRIF Loan Program*. Reason Foundation, 2015. Web. <*http://reason.org/news/show/add-taxpayer-protections-to-fras-rr*>. January 6, 2016.



As we noted back in 2013 in our study titled "High-Speed Rail in Europe and Asia: Lessons for the United States," only two high-speed train lines, anywhere in the westernized world, make money—Tokyo to Osaka and Paris to Lyon, and one breaks even—Hakata to Osaka—with the potential to make money if it remains in operation for at least 10 more years.[4] All other high-speed rail lines throughout Europe and Japan lose money. High-speed rail lines in these countries were built to relieve crowding on conventional rail lines and to connect central cities with extremely high residential and commercial population densities, low rates of car ownership, and large subway systems with high rates of usage. These cities also lack robust toll-free roadway systems and nearby airports with low-cost air service.

In contrast, among major U.S. regions, Dallas and Houston have some of the highest rates of car ownership, smallest transit systems and percentage of transit usage, and lowest population densities.[5] As a result, even by U.S. standards, the Dallas to Houston corridor is far from ideal for high-speed rail.

[4] Feigenbaum, Baruch. *High Speed Rail in Europe and Asia: Lessons for the United States*. Reason Foundation. 2013. Web. <*http://reason.org/news/show/high-speed-rail-in-europe-and-asia*>. December 14, 2016.

[5] "Commuting Characteristics by Sex," and "Population, Housing Units, Area and Density." U.S. Commerce Department. U.S. Census Bureau. *census.gov.* Jan. 1, 2017. Web. <*https://www.factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_S0801&prodType=table* > and <*https://www.factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_GCTPH1.ST10&prodType=table*> Jan. 17, 2017.

Table 1 displays an overview of our concerns with Texas Central's project. Some concerns, such as high car ownership, can likely be overcome. Other concerns, however, could prove to be fatal, particularly low ridership and high construction costs.

Table 1: Summary of Concerns with Texas High-Speed Rail Plan

Concern	Details	Impact
Cost v. Ridership	Successful high-speed rail lines have been built in countries when and where land is cheaper and easier to acquire, construction costs are cheaper, and ridership is much higher.	Major
No Existing Passenger Rail Service	More than 2/3 of high-speed rail passengers have come from existing transit service. Without existing conventional rail service, a larger share of passengers must come from air and passenger vehicles.	Major
Airport Proximity to Downtown	Both Dallas and Houston have airports located within seven miles of downtown. High-speed rail has been successful in cities where airports are far or challenging to get to from downtown.	Major
Limited Transit Service	Both Dallas and Houston have limited rail transit networks. Houston has just redesigned its bus network, but the cities' transit networks are not designed to funnel passengers downtown. In cities with successful high-speed rail, five to 12 times more people were transit users than in Dallas and Houston.	Moderate
Low Population Density	Dallas ranks 143rd in population within 2 miles of downtown and Houston ranks 36th. Most high-speed rail services rely on travelers who live downtown because it is more convenient for those living outside of downtown to fly.	Moderate
Low Employment Density	Dallas ranks 16th in employment within 2 miles of downtown and Houston ranks 15th. High-speed rail lines cater to downtown employees since it is more convenient to take the rail line than fly.	Moderate
Car Ownership	Car ownership rates are 25%–50% higher in Dallas and Houston than in cities with successful high-speed rail. Car ownership affects not just the number of travelers who drive, but also the density and spatial structure of a city.	Minor

Table 2 displays the key comparisons between major world cities, including population density, transit usage, automobile ownership, gas tax and square kilometers of rail line. The table examines three categories of cities:

1) Tokyo and Paris, both endpoints for profitable high-speed rail lines;
2) New York City and Washington, D.C., considered to be the two U.S. cities most conducive to high-speed rail (presently, the Acela higher-speed rail line connects these two endpoints); and
3) Dallas and Houston, Texas Central's proposed endpoints for its project.

As shown in the table, Dallas and Houston lag behind in high-speed rail-friendly infrastructure.

Table 2: Key Comparisons Between World Cities

Category	Tokyo	Paris	New York	DC*	Dallas	Houston
Population Density (Per Mile)	11,400	9,600	4,500	3,500	2,800	2,800
Transit Usage is Percent of Total Travel	60%	25%	32.5%	16.5%	1.8%	2.6%
Automobile Ownership	30%	50%	60%	70%	90%	90%
Gas Tax (Per Liter)	$0.99	$0.96	$0.20	$0.12	$0.09	$0.09
Square Kilometer of Rail Track per Kilometer (Lower number equals more track)	13.9	21.7	33.5	33.5	33.5	33.5

* Washington, D.C. Sources: Demographia World Areas, International Energy Agency, CIA Factbook



Texas Central claims it will privately finance the project's cost. While it is true that financing is the best way to pay for a project of this magnitude, significant capital will be required to pay back the debt. The availability of that capital primarily depends on the accuracy of Texas Central's ridership projections and estimated costs. Our analysis indicates that Texas Central is exhibiting the same "optimism bias" and "demand exaggeration" that have plagued many public infrastructure projects—and especially high-speed rail projects—for decades. Simply put, Texas Central has exaggerated its ridership projections while underestimating costs.

Texas Central has released several different sets of ridership projections. Initially, Texas Central projected annual ridership of four million passengers by 2035.[6] More recently, Texas Central upped this projection to five million annual passengers by 2025.

Table 3 shows our ridership forecast for Texas Central's project. High-speed rail ridership comes from many different modes including conventional rail, aviation, personal automobile, buses and "induced travel.[7]"

[6] "Facts." Texas Central Rail. Texas Central Partners. Jan. 1, 2017, *<http://www.texascentral.com/about/>*. Accessed Jan. 15, 2017.

[7] Induced travel consists of trips that would not have been taken before, but now that high-speed rail is available, residents make the trip. Induced travel has been documented in both Europe and in the Northeast corridor.

Table 3: Texas Central Project: Estimated Ridership from Different Sources					
Travel Mode	**2015 Usage (one-way trips)**	**Growth Rate**	**2035 Total Passengers**	**Diversion Rate %**	**2035 Ridership (one-way trips)**
Conventional Rail	0	N/A	0	N/A	0
Aviation	1,242,142	1.6%	1,706,261	42%	716,630
Personal Automobile	9,709,441	0.5%	10,727,918	5%	536,396
Bus	291,470	3.0%	526,427	4%	21,057
Induced	N/A	N/A	N/A	10%	127,408
Total Ridership	**11,243,053**		**12,960,606**		**1,401,491**

Sources: Aviation, U.S. Department of Transportation Consumer Airfare Report; Personal Automobile, Texas Department of Transportation Average Annual Daily Traffic Volume Maps 2015; Bus, Ridership statistics of Megabus, Bolt, Greyhound.

As shown in the table, based on our analysis we estimate Texas Central's 2035 annual ridership at 1.4 million passengers. Our estimate is supported not only by public data and thorough research of U.S. and international rail systems, but also by the Texas Department of Transportation's *December 2013 Statewide Ridership Analysis Report of Texas Central's Project*, in which it projected 2035 annual ridership of 0.7 to 2.7 million annual passengers.[8] Creating an accurate ridership projection is critical because exaggerated ridership projections lead to revenue shortfalls, financial difficulties and, ultimately, taxpayer subsidies.

Regarding costs, Texas Central has estimated capital construction costs between $10 billion and $12 billion.[9] We believe this estimate is significantly understated. For our analysis, we erred on the side of caution. We gave Texas Central the benefit of the doubt by deliberately choosing the minimum costs for line construction, train and land acquisition, and station development. Our capital cost estimate is $17.8 billion, although we believe actual construction costs may exceed $20 billion. The Texas Department of Transportation, which projects multiple major transportation infrastructure project costs each year, *estimated up front capital costs of $18.3 billion for Texas Central's project.*[10]

Table 4 below shows our projected cost estimates for each of the necessary components of the project.

Table 4: Projected Cost Estimates	
Expenditure Category	**Actual Expenditures**
Construction	$16.10B
Operations and Maintenance	$8.76 B[11]
Trains	$0.60B
Train Stations	$0.84B
Land Acquisition	$0.30B
Total	**$26.60B**

[8] "Statewide Ridership Analysis Report." Texas Department of Transportation. December 2013. <*https://ftp.dot.state.tx.us/pub/txdot-info/rail/rail-ridership-report-1213.pdf*>. Dec. 15, 2016.

[9] "Facts." Texas Central Rail. Texas Central Partners.

[10] "Statewide Ridership Analysis Report." Texas Department of Transportation.

[11] $8.76B is the Operations and Maintenance costs over 40 years rounded to the hundreds position. Forty years is the standard time period to repay the loan and also represents the lifecycle of the infrastructure.

Although Texas Central has not set a ticket price, it has promised that prices will be competitive with airfare. Setting the price at 80% of the $177 average plane ticket between Dallas Love Field and Houston Hobby[12] yields a cost of $141 round-trip or approximately $70 in each direction. However, the Texas Department of Transportation used a fare of $108 in each direction in its analysis, which was based partly on input directly from Texas Central. Taking into account this higher figure and the fact that some travelers will use either the higher-priced Dallas Fort Worth International and/or Houston Intercontinental Airports, for our analysis we set the ticket price at $89, halfway between the $70 and $108 figures.

After crunching the final revenue and cost numbers, and assuming Texas Central receives a 5% simple interest rate on its loan, we estimate a $21.5 billion gap between Texas Central's costs and revenues over the first 40 years of its operations. This equates to a $537 million annual revenue shortfall. Table 5 shows a summary of costs and revenues with a 5% simple interest loan.

In reality, Texas Central would likely receive a 1% to 2% compound interest rate, which would add between $4 billion and $6.3 billion to the cost. Even applying a large discount rate for inflation, Texas Central figures to pay billions of dollars in interest payments. Finally, even if Texas Central were to receive an interest-free loan, our analysis concludes that the project would still operate in a multi-billion dollar hole.

Table 5: Summary of Cost and Revenue Over 40 Years (with 5% simple interest)[13]

	Total	Yearly
Capital Cost	$17.8B	$445M
Interest (Simple 5.0 %)	$0.9B	$22M
Capital Cost plus Interest	$18.7B	$467M
Operations and Maintenance Costs	$8.8B	$220M
Total Costs	**$27.5B**	**$687M**
Ticket Revenue	$5B	$125M
Value Capture	$1B	$25M
Total Revenue	**$6B**	**$150M**
Project Gap	**-$21.5B**	**-$537M**

While we strongly support privately constructed high-speed rail, particularly in the Northeast, we cannot support Texas Central's proposed Dallas to Houston project. In spite of their large and growing populations, Dallas and Houston are poster children for big cities where high-speed rail has no chance of succeeding without public funding unless land use and transit patterns change dramatically.

We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector. However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance.

[12] "Domestic Airline Consumer Airfare Report." U.S. Department of Transportation. Office of Aviation Analysis. December 2016. Web.

[13] $8.8B totals Operations and Maintenance costs over 40 years rounded to the tenths position. Ticket Revenue and Value Capture also cover 40 years.

Perhaps there are some hidden sources of funding of which we are not aware. But as it stands, Texas elected officials, lenders, investors and taxpayers should demand full disclosure and pay close attention to the details because we do not believe that Texas Central can build the rail line without significant public subsidies. We believe that loans could default and we are particularly concerned that Texas Central may receive an RRIF loan that lacks stringent taxpayer protections. While Texas Central may not be intending to take any public funding, we believe that if construction starts, the project will inevitably have to be bailed out by the taxpayers of Texas, which is unacceptable.



About the Author

Baruch Feigenbaum is assistant director of transportation policy at Reason Foundation, a non-profit think tank advancing free minds and free markets. Feigenbaum has a diverse background researching and implementing transportation issues, including revenue and finance, public-private partnerships, highways, transit, high-speed rail, ports, intelligent transportation systems, land use and local policymaking.

Feigenbaum is involved with various transportation organizations. He is a member of the Transportation Research Board Bus Transit Systems and Intelligent Transportation Systems Committees. He is vice president of Programming for the Transportation and Research Forum Washington Chapter, a reviewer for the *Journal of the American Planning Association* (*JAPA*) and a contributor to *Planetizen*. He has appeared on NBC Nightly News and CNBC. His work has been featured in the *Washington Post* and *The Wall Street Journal.*

Prior to joining Reason, Feigenbaum handled transportation issues on Capitol Hill for Representative Lynn Westmoreland. He earned his master's degree in transportation from the Georgia Institute of Technology.

5737 Mesmer Ave.
Los Angeles, CA 90230
310-391-2245
reason.org



Exhibit H



TRANSFORMING TRAVEL IN TEXAS

Assessing passenger demand for high-speed train service between North Texas, the Brazos Valley and Greater Houston

TEXAS CENTRAL
AMERICA'S BULLET TRAIN



ABOUT THE PROJECT

The design, construction, finance and operation of a new high-speed passenger train line connecting Houston and North Texas has been under development for five years. The project expects to begin construction in 2018, and will enable passengers to travel between Houston and North Texas in 90 minutes, including a stop in the Brazos Valley. This transformational project will provide a safe, productive, fast and reliable choice for travelers between Texas' two largest economic hubs, using proven, world-class technology. The increased mobility between two of the fastest growing metropolitan areas in the US made possible by the Texas Bullet Train will deliver substantial and long-lasting benefits to both the state and local economies.

Texans will have a safe, productive and reliable choice for travel between Houston, the Brazos Valley and North Texas.

ABOUT THE STUDY

In January 2016, Texas Central appointed L.E.K. Consulting to conduct a study exploring the opportunity for a high-speed train service in Texas and the benefits it could bring to Texans.

L.E.K. has developed a commercially-driven, technology-enabled forecast for passenger demand including:

- Estimating the market size and growth rate for travel between the two metropolitan areas;
- Undertaking primary market research with input from more than 2,000 Texans to understand local travel habits and determine the Texas Bullet Train's potential share of the travel market; and
- Building a robust and highly granular forecasting model to predict future passenger demand under a range of assumptions and different scenarios.

This study is the most comprehensive work conducted to date for this specific region and is unprecedented in its depth, innovative approach and use of both new, private research and publicly available data.

L.E.K. has worked closely with Texas state and regional governments, macro-economic forecasters, and cell phone data providers to obtain robust and highly granular third party data and forecasts.

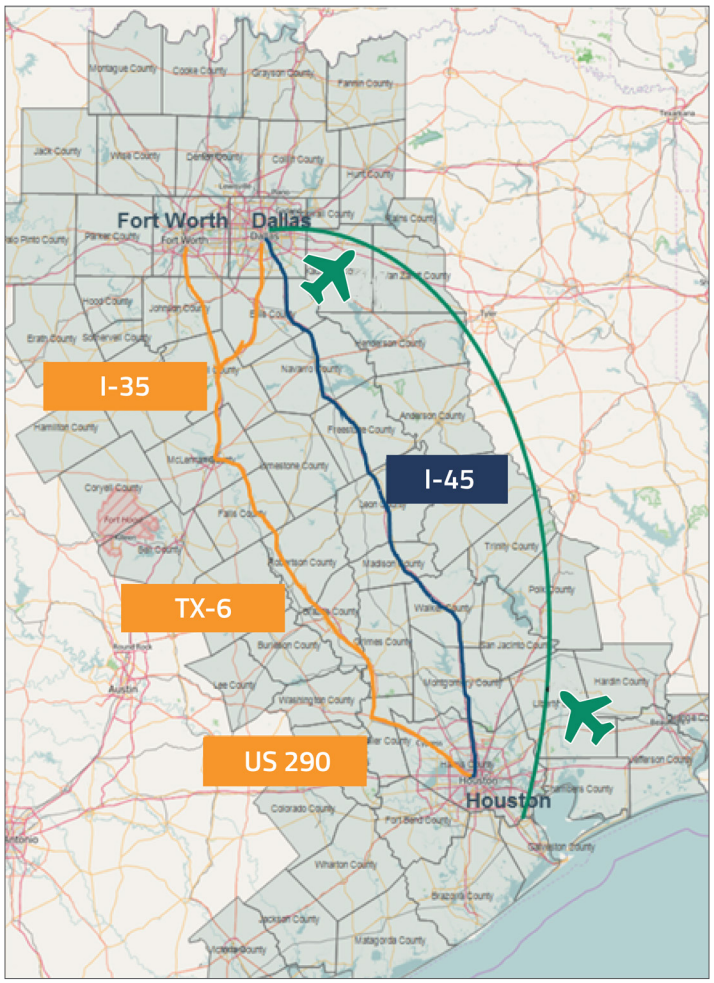
L.E.K. has combined all the data using modeling techniques which either meet or exceed the best practices outlined by the United States Department of Transportation, deploying standard transport economics, statistical analysis and big data approaches to produce a robust and detailed forecast.

1. TRAVEL MARKET OVERVIEW

TEXANS LIKE TO TRAVEL ACROSS TEXAS...

Each year, roughly 14 million journeys[1] are made between Greater Houston and North Texas. Calculated using a variety of data sources, including traffic count data from TxDOT, Bluetooth data from TTI and cell-phone data, this estimate includes all flights, bus journeys, and non-commercial/non-freight road traffic.

Research indicates most journeys are made for personal reasons, nearly half of which are to visit friends and family. Other reasons for travel across the region include taking a vacation/weekend trip, going to a game or shopping. Trips for business are common, representing nearly 20% of all journeys, while students also represent a significant portion of the travel market between Houston and North Texas.



... BUT TRAVEL OPTIONS ARE LIMITED AND JOURNEY TIMES ARE LONG AND UNPREDICTABLE

More than 90% of journeys between Houston and North Texas are made by road, typically using Interstate-45 or the Western alternative route, which consists of a series of interstates, state highways and farm to market roads. Drive times can range from 3.5 to 5.5 hours during busy times, and - once congestion is factored in - may be significantly longer than anticipated and difficult to predict. Moreover, congestion will only get worse, both in and around the metropolitan areas, and along I-45 where vehicle counts have increased at a rate of nearly 10% per year since 2012.

Approximately 1 million journeys are made by air each year, with the connection between Dallas Love Field (DAL) and Houston Hobby (HOU) airports the most popular. Although in theory scheduled flight times range between 60 – 75 minutes, in reality flight times are typically longer, once delays are factored in.

In fact, when all stages of the trip are taken into consideration (check-in, baggage drop, choke-point security, and lining up single-file to board in a cramped aisle) travel by air is not much faster than by road. As a result, air travel inadequately serves the most time sensitive travelers on this route, and has been in decline, with travelers choosing to drive instead of flying.

[1]Defined as one-way travel between the North Texas and Houston regions made by one single passenger

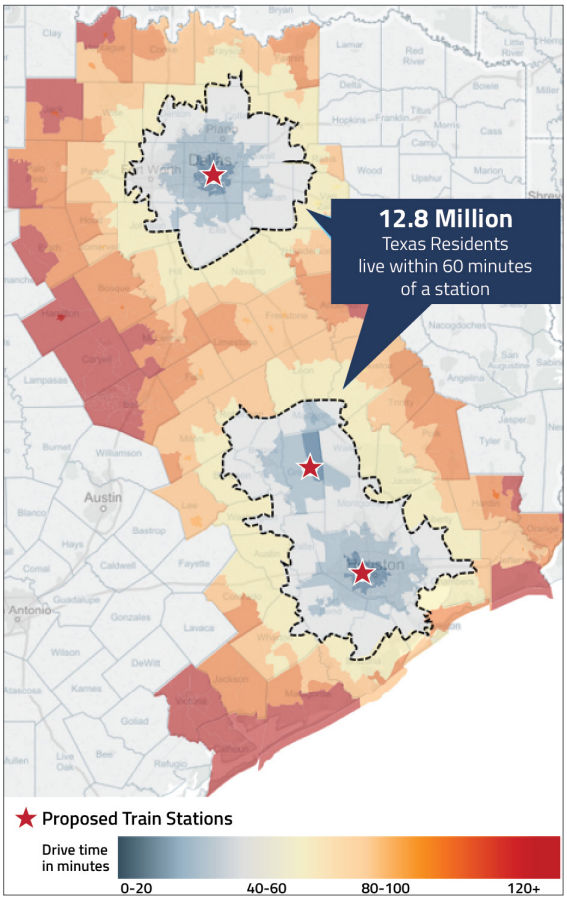
TEXANS DESERVE THE BEST

The Bullet Train will fundamentally transform the journey between North Texas and Greater Houston, providing travelers with a safer, more productive, more reliable and faster alternative to driving or flying. At speeds approaching 200 miles per hour, the Bullet Train will take less than 90 minutes from station-to-station, including one stop in the Brazos Valley.

The Bullet Train system is based on the Tokaido Shinkansen Technology, which has operated for more than 50 years in Japan with **a perfect track record of no crashes and zero passenger fatalities or injuries** due to train accidents.

Three stations will be conveniently located to serve the people of the Houston-North Texas corridor:

- In Dallas serving North Texas;
- In Grimes County serving the Brazos Valley, and
- In Houston serving the Greater Houston region.



OF THE 16 MILLION TEXANS LIVING IN THE LOCAL AREA, OVER 90% WILL BE ABLE TO SAVE AT LEAST 1 HOUR OF THEIR JOURNEY TIME BY TAKING THE BULLET TRAIN

Stations will be within 60 minutes' drive for more than 80% of local residents and will provide easy access to each region's excellent highways, thoroughfares and expansive public transit networks. Passengers will navigate easily through each of the three new stations, designed with the customer in mind, with frequent departures to help minimize waiting time.

SYSTEM SECURITY

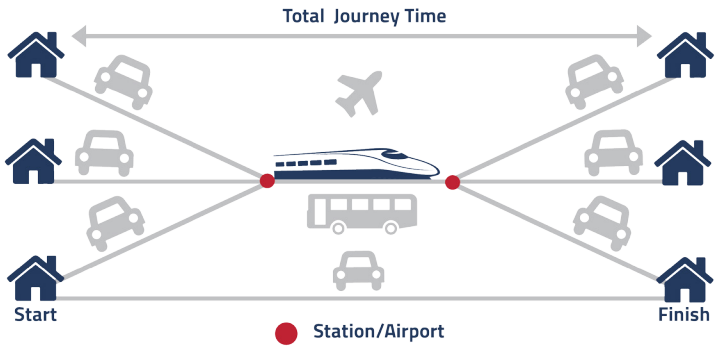
Passenger safety and system security is a top priority for government agencies, law enforcement, the project's private sector workforce and investors. The Department of Homeland Security (including the TSA), Federal Railroad Administration and other oversight agencies will review and approve the passenger security and emergency preparedness plans. Detailed planning is ongoing and of necessity isn't appropriate for full public disclosure. However, we can say that the Texas Bullet Train will adhere to many practices used by the highly successful Japanese Shinkansen train systems (tailored to the unique Texas operational environment) including a "total system" approach that seamlessly integrates all major train safety system functions. As a privately developed project, there will be an unwavering focus on safety and deploying world-class technologies and practices while ensuring safe operations without imposing the intrusive, time-consuming procedures airline passengers must endure while flying. As threat assessments evolve, the project will continue to adopt security technologies and safety protocols that effectively protect passengers and provide customers peace of mind while traveling.

TEXAS BULLET TRAIN WILL REDUCE JOURNEY TIMES BY 60 MINUTES ON AVERAGE

A comprehensive analysis of every component of a trip between North Texas and Greater Houston via the Bullet Train— including getting to and from the station, check-in, security and boarding—indicates an average total journey time of under 3 hours 30 minutes.

To determine how this compares to current journey times across the region by car or by air, it is necessary to consider the total journey time from start (e.g., home) to finish (e.g., work).







JOURNEYS USING THE TEXAS BULLET TRAIN ARE AROUND 70 MINUTES FASTER THAN TRAVELING BY CAR

When traveling by car, journeys starting from Houston city center and finishing in Dallas city center (or vice versa) take approximately 4 hours 40 minutes at busy times. This includes time spent driving on local roads and the freeway, as well as rest stops.



JOURNEYS USING THE TEXAS BULLET TRAIN ARE AROUND 50 MINUTES FASTER THAN TRAVELING BY PLANE

When traveling by air, journeys starting from Houston city center and finishing in Dallas city center (or vice versa) take approximately 4 hours 20 minutes at busy times. This includes driving to and from the airport, total flight time, as well as time spent at the airport before departure (i.e., for check-in, clearing security, boarding) and upon arrival (i.e., for disembarkation and bag-collection).

SIGNIFICANT TIME SAVINGS WILL DRAW PASSENGERS TO HIGH-SPEED TRAINS

The Texas Bullet Train is therefore an attractive choice of travel for local residents, many of whom would save 60 minutes or more on their total journey time between Greater Houston and North Texas. For instance, people traveling from McKinney to Houston city center would arrive 90 minutes earlier if they took the Bullet Train instead of driving. Likewise, people traveling from Galveston to Denton would save 80 minutes versus an equivalent journey by car, or save 70 minutes versus an equivalent journey by air.

Overall, more than 90% of residents in the area around or between Houston, North Texas and Brazos Valley will make significant time savings over car and air by using the Bullet Train to travel between Greater Houston and North Texas. The Texas Bullet Train should therefore become the preferred mode of travel for millions of travelers. Moreover, to the degree the Bullet Train helps relieve any congestion on busy roadways and at crowded airports, the system will benefit every Texan, even if they choose to continue to drive or fly.

2. MARKET RESEARCH

Extensive, technology-enabled research was undertaken to determine how attractive the Texas Bullet Train would be for local travelers. One part of this inquiry involved conducting a rigorous, independent survey of 2,000 Texas residents to better understand local travel habits and measure perceptions of high-speed train service.



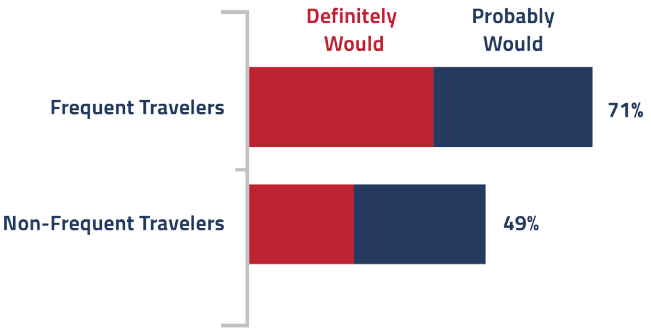
TEXANS ARE EXCITED BY THE TEXAS BULLET TRAIN

General attitudes towards the Texas Bullet Train are highly positive. When asked to write up to three statements or words that describe their reaction to a picture and description of the Bullet Train, the majority of survey respondents reacted positively, with "fast" and "convenient" most commonly expressed.

OVER 80% OF TEXANS WOULD CONSIDER USING THE TEXAS BULLET TRAIN

Everyone knows Texans love their cars and trucks—we do too! Nevertheless, an overwhelming majority of Texans (more than 80%) said they would use the Bullet Train in the right circumstances, with only 15% of survey respondents stating they would not consider any alternative but their personal vehicle.

How likely are you to travel by the Texas Bullet Train on your next journey, if the option existed?



MORE THAN TWO THIRDS OF FREQUENT TRAVELERS EITHER "DEFINITELY" OR "PROBABLY WOULD" USE THE TEXAS BULLET TRAIN ON THEIR NEXT JOURNEY

The survey also tested Texans' likely intention to use the Bullet Train, were it available today. Among survey respondents who had traveled between Greater Houston and North Texas over the last 12 months for personal or business reasons, more than two thirds said that they either "definitely" or "probably would" travel by the Bullet Train on their next journey.



TEXANS ARE NOT SATISFIED WITH THEIR CURRENT CHOICES FOR TRAVEL BETWEEN NORTH TEXAS AND HOUSTON

Encouragingly, almost half of survey respondents who had not traveled between Houston and North Texas in the last 12 months also indicated they "definitely" or "probably would" travel between the two metropolitan areas in the next 12 months, if the Bullet Train existed.

This important finding demonstrates that Texans are not satisfied with their current choices for travel between North Texas and Houston. By providing an alternative that eliminates many of the things that keep people from making the trip in the first place, such as long journey times that make single day trips impractical, high-speed trains have the potential to inspire exciting new journey opportunities.

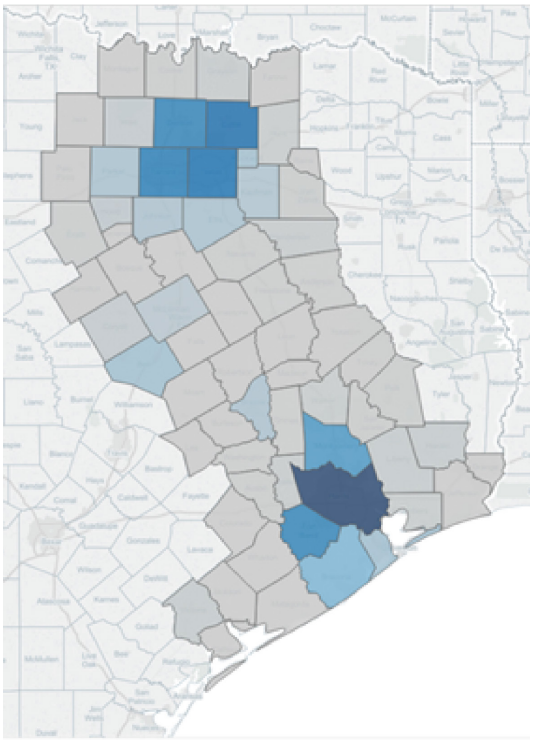
In summary, the research shows not only that Texans are excited by the prospect of the Texas Bullet Train, but also that they have a strong intention to use it for future journeys.

3. FUTURE MARKET DEVELOPMENT

The Texas Bullet Train is expected to launch in the early 2020s. As such, the forecast level of demand for high-speed trains must be based on the total number of long distance journeys we expect to be made between Greater Houston and North Texas for decades to come. To determine the expected size of the under-lying travel market, three fundamental drivers of growth were analyzed: (i) population, (ii) economic activity, and (iii) journey costs.

POPULATION TRENDS WILL FAVOR TRAVEL MARKET GROWTH IN TEXAS

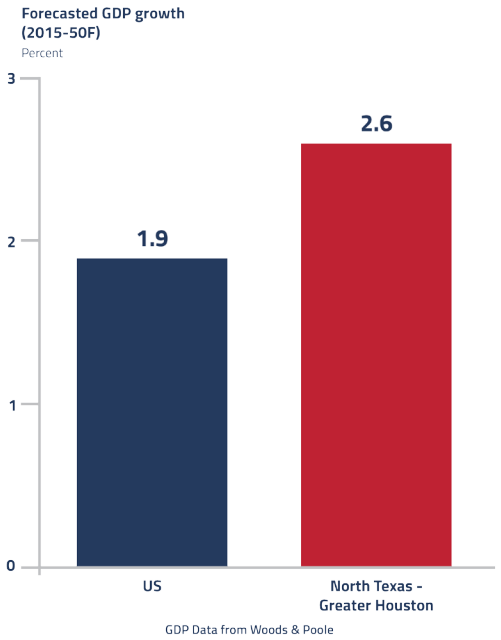
Simply put, more people living in the region means more journeys between the Greater Houston and North Texas. Forecasts estimate the population in the 66 relevant counties of the Houston-North Texas corridor to grow at 1.5% per year to 2050, almost twice the US national average. This will add an additional 11 million residents to the area by 2050, of which 9 million will reside in the urbanized areas of Greater Houston and North Texas. This will underpin significant growth to the underlying travel market.



A STRONG TEXAS ECONOMY STIMULATES GROWTH IN THE TRAVEL MARKET

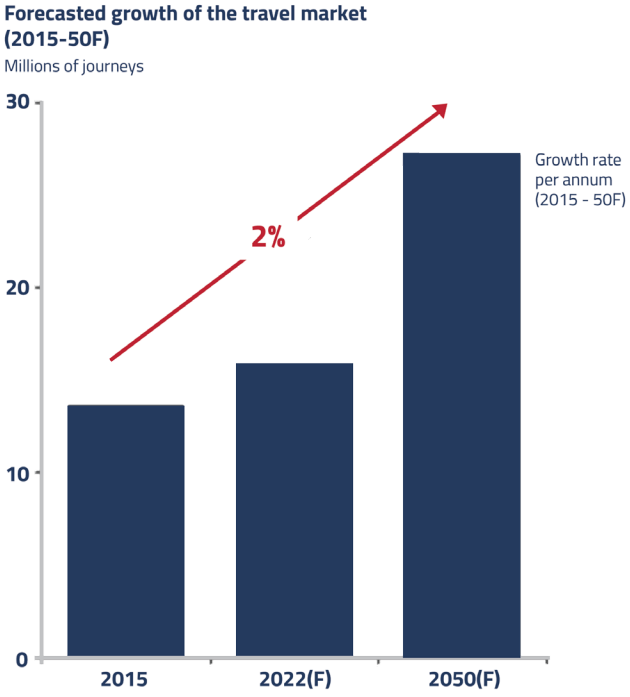
Changes in levels of economic activity will have a direct impact on travel across the region. Rising incomes are an important influence on demand for travel, not only because people with higher incomes tend to make more trips, but also because income levels influence decisions about which modes of travel to use.

Texas State GDP has been growing considerably faster than the US national average since 1997. Strong growth in levels of economic activity is expected to continue in the Greater Houston-North Texas region, with growth rates of 2.6% per year over the forecast period to 2050 (compared to 1.9% per year for the rest of the United States). This increase in wealth will support significant growth in the underlying travel market.



STEADY FUEL COSTS SUPPORT STEADY GROWTH OF THE TEXAS TRAVEL MARKET

Changes in journey costs will also have an impact on the travel market between Greater Houston and North Texas. Journey costs change with fuel prices and vehicle fuel efficiency. Underlying trends in the oil market suggest a steady increase in fuel prices in real terms throughout the forecast period, while improving technology and environmental regulations will drive significant improvements in vehicle fuel efficiency out to 2050. In combination, the changes in price and efficiency factors suggests fuel cost per mile is likely to remain relatively stable between 2015 and 2050 in real terms.



MORE THAN 27 MILLION JOURNEYS WILL BE MADE BETWEEN NORTH TEXAS AND GREATER HOUSTON IN 2050

As a result of the underlying trends in population, economic activity and journey costs, the size of the travel market between Greater Houston and North Texas is expected to grow at 2% per year over the forecast period, resulting in a total of just under 16 million journeys in 2022 and just over 27 million journeys in 2050.

4. PASSENGER DEMAND FOR THE TEXAS BULLET TRAIN

The Texas Bullet Train will drive growth in the travel market beyond trends in population, economic activity and journey costs, as it transforms transportation in Texas.

THE TEXAS BULLET TRAIN WILL STIMULATE NEW JOURNEYS ACROSS TEXAS

Research findings indicate many new journeys will take place, as the existence of the Bullet Train stimulates additional travel demand. Below are just a few representative examples of Texans describing how the Bullet Train could impact their lives:



This additional demand from new journey opportunities will increase the total size of the Texas travel market. Our estimates suggest that with the introduction of the Texas Bullet Train, the total number of journeys in the region, across all modes of travel, will rise from 13.7 million in 2015 to 31 million by 2050.

NEARLY 5 MILLION PASSENGERS ARE FORECAST TO USE THE BULLET TRAIN BY 2026 AND 10 MILLION PASSENGERS BY 2050

Bringing together end-to-end journey time analysis, primary market research on perceptions of high-speed trains, and long distance travel market size estimates, it is possible to develop estimates for future levels of demand for the Texas Bullet Train.

We forecast that following a ramp-up period in the mid-2020s, the number of journeys on the Texas Bullet Train will reach nearly 5 million, representing almost 25% of the total number of long distance journeys between Houston and North Texas. By 2050, the Texas Bullet Train's share of the total travel market is forecast to reach almost 30%, or over 10 million journeys.

TEXAS CENTRAL WILL DELIVER A SAFER, MORE PRODUCTIVE, FASTER AND MORE RELIABLE TRAVEL OPTION FOR TEXANS – AND HELP DRIVE THE TEXAS ECONOMY



CEO Tim Keith - Texas Central

Texas Central is a privately funded company. With a group of primarily Texan investors, Texas Central is poised to bring high-speed train service to the state with Lone Star entrepreneurial values in mind. This project is not backed by government grants and will not require taxpayer operating subsidies.

Taking a private-sector approach to financing this project changes everything, bringing real-world fiscal discipline to all decisions and careful scrutiny of economic models and timelines. Private projects have to demonstrate that there is a viable market before a project is built. The market identified and described by this latest study demonstrates strong, pent-up demand for better travel options in Texas and demonstrates how the Bullet Train will make a significant impact on the Texas travel market. **Further, the number of riders forecast to use the Bullet Train will provide the basis for the long-term commercial success of this private venture.**

The project's financial and technical experts are developing the Bullet Train to maximize ridership and capital efficiency. Without the political constraints of a public endeavor, this project has much greater freedom with which to deliver these commercial objectives, compared with other lines around the world that have arbitrary political hurdles to overcome. In addition, management of the Texas Bullet Train will have far greater scope to adjust schedule, service and ticketing to improve the value delivered to customers which will drive commercial success.

By deploying world-class, proven technologies and cutting edge commercial strategies, we can expect the Texas Bullet Train to deliver more passengers over and above equivalent state-run ventures.

THE TEXAS BULLET TRAIN WILL TRANSFORM TRAVEL FOR TEXANS

The Texas Bullet Train will provide Texans with a faster, safer, more convenient and reliable alternative to driving or flying. Our research has illustrated that the Texas Bullet Train will not only save travelers time on their journeys, but Texans are already excited by the prospect of high-speed trains, and say they will make more journeys because of it. For all of these reasons, the Texas Bullet Train is set to transform travel in Texas and bring a new high-tech industry to the Lone Star State.



The majority of the Bullet Train line will be elevated on concrete viaducts which ensures the easy movement of people, wildlife, vehicles and equipment.



TEXAS CENTRAL
AMERICA'S BULLET TRAIN

ABOUT TEXAS CENTRAL

Texas Central Partners, LLC (Texas Central) is a private company bringing a transformational project to Texas that advances the economy, respects Texan values and keeps our state on track for future growth.

It is a Texas-based private company, employing a market-led approach to transportation infrastructure in Texas. Unlike other high-speed train projects, Texas Central is backed by private investors, not public grants or operating subsidies.

For more information, go to www.texascentral.com



ABOUT L.E.K. CONSULTING

L.E.K. Consulting is a global management consulting firm that uses deep industry expertise and rigorous analysis to help business leaders achieve practical results with real impact. L.E.K. helps clients make consistently better decisions, improve business performance and create greater shareholder returns.

Founded more than 30 years ago, L.E.K. has extensive experience in advising commercial railways, high speed train operators and governments across the Americas, Asia-Pacific, and Europe.

THE INFORMATION PROVIDED HEREIN IS PROVIDED WITHOUT ANY WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED. ALL WARRANTIES ARE EXPRESSLY DISCLAIMED. NOTHING HEREIN SHOULD BE CONSTRUED AS ADVICE TO TAKE ANY POSITION WITH REGARD TO THE SUBJECT MATTER HEREIN, AND PARTIES SHOULD CONDUCT THEIR OWN ANALYSIS AND DILIGENCE. IN NO EVENT SHALL L.E.K. CONSULTING BE LIABLE FOR ANY PARTY'S USE OF THIS INFORMATION.

New study shows significant time savings, major ridership potential with high-speed train

- **More than 90 percent of riders will save at least one hour taking the bullet train between major cities**
- **Comprehensive study of market size, potential ridership and Texans' views finds strong demand for high-speed train**
- **Nearly 5 million passengers expected to use the train annually by 2026 - almost 25 percent of all trips between North Texas and Houston**

DALLAS Nov. 2, 2016 – Facing increasing congestion between the state's biggest cities, Texans using the high-speed train will get a big break in travel times, and nearly 5 million passengers are expected to use the bullet train by 2026, a new study shows.

The ridership study by L.E.K. Consulting (International) Limited ("L.E.K. Consulting), a summary of which was released by Texas Central, the train's private developers, demonstrated a massive and growing market for the 90-minute, 240-mile trip between North Texas and Houston, with one stop in the Brazos Valley.

More than 90 percent of those in North Texas or Houston would save about an hour or more by taking the train, the study showed. For instance, the trip would be 70 minutes faster than traveling by car and 50 minutes faster than by plane, taking into account airport security and other flight issues.

More than 80 percent of 2,000 residents surveyed say they would consider using the bullet train. And more than two-thirds of respondents who have made the trip in the last 12 months would "definitely" or "probably" use a high-speed train on their next trip if it were available.

"This study demonstrates strong, pent-up demand for better travel options," said Texas Central CEO Tim Keith. "Texans want the freedom to choose how they will travel. They want to save time, be more productive and simply have a better travel experience. The Texas Bullet Train will deliver that."

"High-speed trains will allow people to spend more time where and how they want to spend it and less time worrying about if they are going to get to their destinations on time," Keith said.

This study, the third conducted in less than five years, was commissioned to examine the travel habits and preferences of Texans. Assessing the size of the travel market between North Texas and Houston is critical. And learning why trips are made and how the system can best be designed around the needs of the traveling public is important as design and service decisions are being made.

Based on a broad range of sources, including extensive new research and publicly-available data, the study forecasts that nearly 5 million passengers will use the bullet train annually by 2026 -

almost 25 percent of all trips between the cities. By 2050, the bullet train's total market share is expected to reach almost 30 percent, or 10 million journeys.

The popularity of the high-speed train stems largely from the freedom Texans want – to have their time back through shorter journeys and more productive travel time. Of the more than 12 million car trips taken between the northern and southern ends of the route in 2015, 93 percent of the trips would have been shorter by train.

On Interstate 45, the main thoroughfare for traffic between the two cities, vehicle counts have increased by 10 percent a year since 2012.

With drive times from Dallas to Houston now varying from 3.5 to 5.5 hours, depending on delays related to traffic, construction, weather and other causes, Texans say they are eager for the safety, reliability, productivity and efficiency of a high-speed train.

The project expects to begin construction in 2018, using proven, world-class technology. The increased mobility between two of the country's largest and fastest growing metropolitan areas will deliver substantial and long-lasting benefits to both the state and local economies.

ABOUT TEXAS CENTRAL PARTNERS, LLC
Texas Central is a private, Texas-based company developing a new high-speed train that will connect North Texas, the Brazos Valley and Houston using a proven, world-class technology that will provide a travel time of less than 90 minutes. The company is using a market-led approach, backed by private investors, not public funds. Texas Central and its affiliated entities will be responsible for the system's design, finance, construction, operation and maintenance.

For more information or to arrange an interview, please visit www.texascentral.com or contact:

Kathy Killeavy
Hill+Knowlton Strategies
Kathy.Killeavy@hkstrategies.com
214-238-8142

###

Exhibit I

Exhibit G

MEMORANDUM OF UNDERSTANDING

AMONG FEDERAL RAILROAD ADMINISTRATION, TEXAS DEPARTMENT OF TRANSPORTATION, TEXAS CENTRAL HIGH-SPEED RAILWAY, LLC, AND URS CORPORATION, A NEVADA CORPORATION

RE: Environmental Analysis and Preparation of Appropriate Environmental Documents Relating to New Core Express Service (High-Speed Rail) - **Dallas to Houston.**

I. Introduction and Purpose

A. Texas Central High-Speed Railway, LLC or its affiliates ("Applicant") may submit applications to the Federal Railroad Administration ("FRA") for loans or for other approvals or regulatory actions associated with the New Core Express Service (High-Speed Rail) - Dallas to Houston ("Project"). The Applicant may also apply to other federal agencies for approvals associated with the Project to support its Project.

B. In considering these requests ("Application"), the FRA will consider the potential environmental impacts resulting from the Project pursuant to the National Environmental Policy Act of 1969 ("NEPA"). The FRA will prepare a project-level environmental impact statement. The FRA has adopted aspects of the Surface Transportation Board's environmental procedures for this review, and pursuant to 40 CFR 1506.5(c), 49 CFR 1105.4(j), and 1105.10(d), FRA has selected, and Applicant has agreed to engage at Applicant's expense, URS Corporation. ("Contractor") as the Independent Third Party Contractor for this environmental review. Contractor shall assist the FRA, as the lead Federal agency, in conducting

the environmental review and preparing the environmental documentation[1] related to the Applicant's proposal. Contractor's scope of work, approach, and activities shall be under the sole supervision, direction, and control of the FRA.

C. Consistent with 40 CFR 1506.2 and 1506.5, the Texas Department of Transportation ("TxDOT") shall serve as a joint lead agency.

D. This Memorandum of Understanding ("MOU") summarizes the relationship among Contractor, Applicant, FRA, and TxDOT as set forth in applicable procedures, regulations and policy, regarding the conditions and procedures each party must follow in preparing all environmental documentation. This MOU does not supersede or amend, and is made expressly subject to, the requirements of NEPA, and, to the extent applicable, related environmental laws, and FRA's Procedures for Considering Environmental Impacts, 64 FR 28546.

E. The Applicant, Contractor, FRA, and TxDOT agree to work within the framework of this MOU to develop an efficient method to complete the environmental review for the proposed Application. FRA shall maintain overall responsibility for the documentation, analysis, methodology, consultation, and mitigation related to the environmental review process. FRA shall direct, evaluate, oversee, and approve the environmental review process.

[1] The terms "environmental documentation" and "environmental document(s)" embrace draft, supplemental, and final EAs, EISs, and any other reports, studies, surveys, or related documents.

F. This MOU replaces the earlier Memorandum of Understanding concerning the Project signed on January 28, 2014. It substitutes a new Contractor, but otherwise contains the same terms as the earlier agreement.

II. Related Studies

In a separate matter TxDOT has proposed the New Core Express Service – Fort Worth to Dallas, and the FRA and TxDOT are also preparing an environmental impact statement concerning that proposed facility and service. The parties agree that the Project and New Core Express Service – Fort Worth to Dallas have independent utility and a different purpose and need, and as such will be assessed in separate NEPA documents.

III. Agreement between Applicant and Contractor

A. Any contract between Applicant and Contractor, and any subcontracts, shall be consistent with the provisions of this MOU.

B. The terms of this MOU shall override any contradictory or conflicting terms regarding the scope and performance of any work to be conducted under any contract entered into between Applicant and Contractor; provided, however, that the foregoing shall not limit the rights of the Applicant and the Contractor to contract on terms that require that the work be performed cost-effectively.

C. The contract between Contractor and Applicant ("Contract") shall specifically provide, and Contractor shall represent, that (1) the Contractor and any subcontractors do not and shall not have any financial or economic interest in the Applicant or the Application, except for payment for services rendered in

connection with the preparation of all required environmental documentation, and except for services rendered pursuant to other agreements not prohibited by this MOU, provided the agreements are disclosed to FRA, and (2) there is no agreement between the Applicant or any other party and the Contractor regarding future employment that is contingent upon the Contractor's performance under the Contract. A complete copy of the final executed Contract shall be provided to the FRA. Contractor shall concurrently execute a disclosure statement as mandated by 40 CFR 1506.5(c) of the Council on Environmental Quality ("CEQ") regulations and submit it to the FRA and the Applicant before beginning any work under the Contract. It is understood that Contractor and any subcontractors have not done any environmental analysis related to the Project for the Applicant or for any other party and, therefore, can be retained as independent third party contractor(s).

D. Restrictions on other work.

(1) No employee of Contractor or employee of any subcontractor, who is a part of Contractor's core team committed to the environmental review process for the Application shall engage in (a) other work for the Applicant, or (b) any work, relating to the Application, for any other party to this proceeding,during the course of this proceeding.

(2) No other employee of Contractor or other employee of any subcontractor shall, without prior written notice to FRA and FRA's approval of such work, engage in (a) other work for the Applicant, or (b) any work, relating

to the Application, for any other party to this proceeding, during the course of this proceeding.

(3) For purposes of this MOU, an "other party" are FRA, TxDOT, cooperating agencies, and other entities that submit comment during the environmental review process.

E. The Applicant shall bear the costs incurred by the Contractor, and by any subcontractor approved by FRA in accordance with Section IV.A, in preparing the required environmental documentation to comply with NEPA and related environmental laws under the direction of FRA. APPLICANT AGREES TO HOLD HARMLESS AND INDEMNIFY THE UNITED STATES OF AMERICA AND THE FRA, AND THE STATE OF TEXAS AND TXDOT, WITH RESPECT TO ANY AND ALL CLAIMS, DEMANDS, CAUSES OF ACTION, AND THE LIKE THAT MAY ARISE IN PERFORMING THE WORK UNDER THE CONTRACT.

F. The Contract shall specifically limit any remedies available to the Contractor or subcontractors upon termination of the Contract to affirmatively relieve the United States of America, the FRA, and any officer, agent, or employee, and to affirmatively relieve the State of Texas and TxDOT, and any officer, agent, or employee, from any liability from terminating the Contract.

IV. Contractor Responsibilities

A. The Contractor may engage subcontractors to perform work related to environmental review of the Application, subject to the provisions of Sections III.C

and III.D. All work performed by the Contractor or any subcontractors shall be under the sole direction, control, supervision, and final approval of the FRA. The Contractor and subcontractors, if any, will act as the agent(s) of the FRA, not the Applicant, in performing its/their duties.

B. Contractor shall provide:

(1) Appropriate expertise in the areas of environmental concern (including, but not limited to air quality, biological resources, geotechnical resources, hydrology, land use, safety, noise, social and economic, and cultural/historic resources).

(2) A good working knowledge of environmental laws, applicable laws and regulations (including environmental regulations) administered or promulgated by the FRA, FRA environmental procedures, CEQ regulations and guidelines, other applicable federal regulations, state laws and regulations, and applicable local ordinances and regulations.

(3) The capability to perform environmental impact analysis and prepare appropriate environmental documentation.

(4) Thorough, readable, technically sound, and informative environmental documents, as well as related charts, maps, diagrams, etc.

(5) Representatives to attend and/or facilitate meetings with Federal, state, regional, and local agencies, other interested parties and Applicant for the purpose of exchanging and obtaining information, explaining the

Application and related environmental concerns and impacts, and receiving comments in preparing the required environmental documentation.

(6) Expertise in data management.

(7) Assistance to the FRA in ensuring that the data collection, analyses, and methodologies for the environmental documents are complete, accurate, and relevant to the FRA's needs for the environmental review of the Application under NEPA.

C. Contractor shall maintain and provide to the FRA upon request:

(1) Adequate record-keeping and reporting systems to assure preservation of all data gathered, including surveys, studies, etc.

(2) Logs summarizing all telephone calls, meetings, document reviews, and other substantive communications with the FRA, TxDOT, the Applicant, local governments, governmental agencies, citizens' groups, and any other interested parties.

(3) Lists of all agencies, other railroads, citizens' groups, organizations, and individuals (including their respective addresses and telephone numbers) contacted in preparing the environmental documentation.

D. The Contractor shall perform the work in a timely, responsive, satisfactory, and cost-effective manner, pursuant to a work schedule developed with the FRA in coordination with TxDOT and the Applicant, and approved by the FRA.

E. The Contractor shall assist the FRA in coordinating the exchange of all relevant environmental information and technical data/studies related to the Application in preparing all required environmental documentation for use by FRA staff, TxDOT staff and representatives, Applicant's staff and representatives, Contractor, and any subcontractors.

F. The Contractor shall cooperate fully with the FRA and TxDOT in organizing, participating in, and conducting coordination, including ensuring that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, to exchange information, explain the Application and related environmental concerns and impacts, obtain technical input, and to receive comments.

G. The Contractor will submit directly to the FRA and to TxDOT any and all work the Contractor performs in preparing all required environmental documentation, studies, surveys, etc. The Contractor, and any subcontractors, shall not disclose the results of their work nor release any of the underlying work papers, drafts, or other materials prepared under the Contract to anyone, including the Applicant, without the FRA's express authorization. In no case shall the Applicant be provided the opportunity to modify or edit the Contractor's work prior to submission to the FRA, without the FRA's express written authorization.

H. The Contractor shall follow the directions and instructions of the FRA, and incorporate them into the environmental document(s) in a timely and responsive manner. The Contractor shall submit preliminary and final drafts of any documents

to the FRA for final review and approval, and shall simultaneously submit such documents to TxDOT for review.

I. The Contractor shall provide the FRA and TxDOT access to and the right to review all procedures and underlying data used in the Contractor's development and preparation of any and all environmental documents. This includes, but is not limited to, field reports/surveys, technical studies and analyses, subcontractor reports, and interviews with concerned private and public parties, whether or not such information may be reflected in draft, supplemental, or final environmental documents submitted to the FRA.

J. The Contractor, and any approved subcontractors, shall cooperate fully with the FRA and TxDOT in organizing, participating in, and conducting any scoping meetings, public workshops, informational meetings, and other meetings, as the FRA determines are necessary, to foster public understanding of and/or participation in the environmental review process, and to assess potential environmental impacts and develop mitigation measures related to the Application.

K. The Contractor will assist the FRA and TxDOT in reviewing comments received during the environmental review process, will draft a summary of and responses to comments, and will coordinate analysis of these comments with the FRA and TxDOT.

L. The Contractor shall assist the FRA in preparing the required environmental documentation, environmental recommendations, selection of alternatives, and development of mitigation measures.

M. The Contractor must include in its analyses the common issues among the Fort Worth to Dallas facility and service and the Dallas to Houston facility and service, including the location and configuration of a terminal in Dallas, and the compatibility and connectivity of the two facilities and services, with respect to mode of propulsion, equipment, etc. The Contractor shall coordinate with TxDOT as necessary regarding common issues and facilities.

N. The Contractor's Project Director, Project Manager, and other technical experts, as appropriate, shall be available to attend all meetings, briefings, consultations, and site visits as the FRA deems necessary. The Project Director and the Project Manager shall devote as much time to environmental review of the Application as is necessary to assure the Contractor's performance of its responsibilities under this MOU. This work commitment will extend for the entire time necessary to complete the environmental review for the Application.

O. Except as specifically authorized by the FRA, the Contractor and any of its subcontractors shall refer all media/press inquiries directly to the FRA.

P. As needed, the Contractor will provide technical expertise and administrative support to the FRA during preparation of the FRA's decision and in addressing any environmental issues arising in the FRA's consideration of the Application. In the event of any appeal from an FRA decision regarding the Application or other legal challenge, the parties hereto shall, at that time, determine the need for, and terms of the Contractor's services in connection with judicial review of the decisions.

V. Applicant Responsibilities

A. The Applicant shall retain the Contractor to assist in preparing all required environmental documentation and services, as that assistance and its costs are defined by the Contract to be negotiated and executed by Applicant and Contractor, and in the Work Plan described in Section VIII.

B. The Applicant, including its staff and representatives, shall provide to the FRA, TxDOT, and the Contractor any requested supportive expertise, resources, data, and technical capabilities necessary to undertake the environmental analysis, subject to the right of the Applicant to advise the FRA of any request received from the FRA, TxDOT, or the Contractor that the Applicant believes either is not germane to matters appropriately reviewed in the environmental review process, is contrary to applicable statutes and regulations, would impose an extraordinary burden on the Applicant, or is subject to the right of the Applicant to maintain confidentiality as to proprietary, privileged, or other information that is not otherwise subject to disclosure. In the event that the Applicant so advises the FRA, the FRA shall determine whether the request is appropriate and shall so advise the Applicant, TxDOT, and the Contractor of its determination. The FRA shall, to the extent possible and consistent with applicable law (including the Freedom of Information Act), maintain the confidentiality of any information if so requested by the Applicant. TxDOT shall, to the extent possible and consistent with applicable law (including the Texas Public Information Act), maintain the confidentiality of any information if so requested by the Applicant.

C. The Applicant shall cooperate fully with the FRA and TxDOT in organizing and participating in any public workshops, hearings, and meetings, as the FRA and

TxDOT determine are necessary (1) to foster public understanding and/or participation in the environmental review process, and (2) to assess potential environmental impacts and mitigation measures related to the Application.

D. With respect to all reports, analyses, and documents, including drafts, supplements, and final copies of the environmental documents, the Applicant shall be responsible for the Contractor's administrative and clerical costs, as well as the costs of graphics, maps, layout, mailing, and printing, as those costs are defined by the Contract. The Applicant shall be solely responsible for the cost of preparing and printing the appropriate number of copies of all required environmental documentation.

E. The Applicant shall provide complete, accurate, relevant, and timely responses to all reasonable requests for information pertaining to the Application.

F. The Applicant agrees to participate in the environmental review process for the Fort Worth to Dallas facility and service when there are common issues with the Project. The common issues will include the location and configuration of a terminal in Dallas, and the compatibility and connectivity of the two facilities and services, with respect to mode of propulsion, equipment, etc. Participation will include but not be limited to:

(1) The Applicant, including its staff and representatives, shall provide to FRA and TxDOT any requested reports, supportive expertise, resources, data, and technical capabilities necessary to undertake the environmental analysis of the Fort Worth to Dallas facility and service subject to the right of the

Applicant to advise the FRA of any request received from the FRA or TxDOT that the Applicant believes does not relate to any common issues, is not germane to matters appropriately reviewed in the environmental review process, is contrary to applicable statutes and regulations, would impose an extraordinary burden on the Applicant, or is subject to the right of the Applicant to maintain confidentiality as to proprietary, privileged, or other information that is not otherwise subject to disclosure. In the event that the Applicant so advises the FRA, the FRA shall determine whether the request is appropriate and shall so advise the Applicant and TxDOT of its determination. The FRA shall, to the extent possible and consistent with applicable law (including the Freedom of Information Act), maintain the confidentiality of any information if so requested by the Applicant. TxDOT shall, to the extent possible and consistent with applicable law (including the Texas Public Information Act), maintain the confidentiality of any information if so requested by the Applicant.

(2) The Applicant will ensure that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, concerning the Fort Worth to Dallas facility and service. The Applicant will explain the common issues for the Fort Worth to Dallas facility and service and the Project, exchange information, obtain technical input, and forward any comments received to TxDOT.

VI. TxDOT Responsibilities

A. TxDOT may use its staff or other representatives to carry out TxDOT's responsibilities under this MOU. TxDOT may expend funds provided by the FRA in Grant/Cooperative Agreement FR-HSR-0067, and any subsequent amendments, for the purpose of carrying out TxDOT's responsibilities under this MOU.

B. TxDOT, including its staff and representatives, shall provide to the FRA and the Contractor any requested reports, supportive expertise, resources, data, and technical capabilities necessary to undertake the environmental analysis.

C. As the Contractor completes each portion of any draft or final document, TxDOT shall review that portion and give comments to the FRA.

D. TxDOT will conduct coordination, including ensuring that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, to exchange information, explain the Application and related environmental concerns and impacts, obtain technical input, and to receive comments.

E. TxDOT shall cooperate fully with the FRA in organizing and participating in any public workshops, hearings, and meetings, as the FRA and TxDOT determine are necessary (1) to foster public understanding and/or participation in the environmental review process, and (2) to assess potential environmental impacts and mitigation measures related to the Application.

VII. FRA Responsibilities

A. The FRA is responsible for ensuring compliance with the requirements of NEPA and other applicable environmental statutes and regulations by preparing appropriate environmental documentation.

B. FRA shall:

(1) Direct, review, and approve all phases of preparing all required environmental documentation, including the work of Contractor, using FRA's best efforts to ensure that the work is reasonably necessary to conduct the environmental review process regarding the Application and the work is within the scope of NEPA requirements. For example, the FRA shall ensure that the Contractor considers existing data and environmental analyses available from the Applicant, FRA, TxDOT, and other sources, and that the Contractor does not duplicate work already done, unless the FRA determines that the existing data is not adequate for use in preparing the environmental documentation.

(2) Solicit input from interested parties during the scoping process.

(3) Review and approve all reports prepared by TxDOT.

(4) Designate appropriate staff to review and approve all work as it is developed and completed.

(5) Ensure that its representatives attend meetings, as needed, with Federal, state, regional, and local agencies, and other interested parties, as well as any public hearings or meetings, to exchange information, explain the

Application and related environmental concerns and impacts, obtain technical input, and receive comments in preparing all required environmental documentation.

(6) Coordinate, with the Contractor's assistance, the exchange of information among any planning, design, or construction engineers or technical staff employed by TxDOT, the Applicant, and the Contractor.

C. The FRA will periodically review the work of the Contractor to ensure that the FRA's responsibilities under NEPA and related environmental laws and regulations are being satisfied. As each portion of any draft or final document is completed, FRA staff shall review and approve that portion and those tasks completed, and/or direct further work with regard to that portion or task.

D. FRA will monitor the Contractor to ensure that the Contractor is making adequate progress toward meeting specific time frames established in the Work Plan described in Section VIII. If the FRA determines these commitments are not being met, it will notify the Applicant of its findings. It will be the responsibility of the FRA to recommend any necessary corrective action to be taken under this MOU.

E. In all instances involving questions concerning the content or relevance of any material (including all data, analyses, charts, and conclusions) prepared by the Contractor, the FRA shall make the final determination on including, deleting, or revising any such material in the environmental documents.

F. To coordinate the preparation of all required environmental documentation, and to verify Application-related data, the FRA may hold joint meetings with TxDOT, the Applicant, and the Contractor. As necessary, the FRA may exclude the Applicant from participation. The FRA may also consult directly with appropriate Federal, state, and local officials, and other interested parties.

G. The FRA, with the assistance of TxDOT and the Contractor, will be responsible for organizing and conducting any public workshops or meetings that may be necessary in preparing environmental documents during the environmental review process.

H. The FRA, with the assistance of TxDOT and the Contractor, will receive all relevant comments submitted during the environmental review process and comment period. At the close of any public review and comment period, the FRA, in consultation with TxDOT and the Contractor, shall identify the issues and comments that will require FRA response. The FRA may direct certain comments to TxDOT, to the Applicant, and to the Contractor, as appropriate, to be responded to and included in the final environmental document. The FRA may modify these responses as appropriate.

I. The FRA shall retain responsibility for deciding the environmentally preferable alternative, and any mitigation measures to be included in the final environmental document.

VIII. Work Plan

A. The Contractor, in consultation with the FRA, TxDOT, and the Applicant, shall submit a draft Work Plan to the FRA for preparing the required environmental documentation within thirty (30) days after all parties have signed this MOU. The draft Work Plan shall contain at least the following elements:

(1) A description of all work to be performed (including preparing and sending consultation letters; participating in public and agency meetings; outlining and drafting environmental documents; reviewing, analyzing, and summarizing public comments; conducting analyses, etc.).

(2) The projected schedule for completing the various tasks described.

(3) Identification of the Contractor's staff members who will be responsible for preparing, analyzing, and reviewing the work.

(4) An outline of the environmental analysis.

B. Following receipt of the draft Work Plan, FRA, TxDOT, the Contractor, and the Applicant, shall finalize the Work Plan in a timely manner.

C. Subsequent to consultation with TxDOT, the Contractor, and the Applicant, the FRA may amend the Work Plan from time to time as the environmental review of the Application may necessitate. The parties hereto shall consult at least monthly to confirm that the work included in the Work Plan is being performed in the most efficient and cost-effective manner and to consider possible measures to improve the efficiency and cost effectiveness of performance of the work.

IX. Nonperformance and Termination

A. The Applicant or the Contractor shall notify the FRA of any concerns either party might have with respect to the other party's performance under the Contract or this MOU. All parties will attempt to resolve, in good faith, any disputes or disagreements.

B. If the FRA determines that either the Contractor or the Applicant is not adequately performing its responsibilities and duties in accordance with this MOU, the FRA will discuss its concerns with the Contractor and the Applicant. If the FRA's concerns cannot be satisfactorily resolved, the FRA will notify the Applicant that the FRA is removing the Contractor for cause, or direct the Applicant to comply with the MOU. Upon removal of the Contractor, the FRA shall cooperate with the Applicant to replace the Contractor with another qualified contractor as soon as practicable.

C. Both the Applicant and the Contractor shall immediately notify the FRA and TxDOT of any attempt by either party to modify or terminate the Contract. Termination of the Contract shall be subject to the FRA's prior approval, after consultation with TxDOT, the Applicant, and the Contractor. Upon approving termination of the contract, the FRA shall cooperate with the Applicant to replace the Contractor with another qualified contractor as soon as practicable. Notwithstanding the foregoing, the Applicant may terminate the Contract without the FRA's approval in the event that it withdraws its intent to pursue the Project.

D. If the Applicant withdraws its intent to pursue the Project, the Contractor shall provide to FRA, Applicant and TxDOT all work product prepared under this MOU and/or the Contract, at no cost to FRA or TxDOT.

X. Modification

This MOU may be modified only by written amendment executed by the FRA, the Applicant, the Contractor, and TxDOT.

TEXAS CENTRAL HIGH-SPEED RAILWAY, LLC

By: _____

Title: President

Date: 7/7/14

FEDERAL RAILROAD ADMINISTRATION

By: _____

Title: Division Chief

Date: July 29, 2014

URS CORPORATION

By: _____

Title: Vice-President

Date: 7/3/14

TEXAS DEPARTMENT OF TRANSPORTATION

By: _____

Title: Executive Director

Date: 7/23/14

Exhibit J

Memorandum

DATE November 6, 2017 CITY OF DALLAS

TO Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins

SUBJECT **High-Speed Rail Update – Station Zone Assessment**

On Monday, November 13, 2017, you will be briefed on the Station Zone Assessment for the High-Speed Rail project. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

Majed A. Al-Ghafry
Assistant City Manager

[Attachment]

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Bilierae Johnson, City Secretary (Interim)
Daniel F. Solis, Administrative Judge
Kimberly Bizor Tolbert, Chief of Staff to the City Manager
Jo M. (Jody) Puckett, Assistant City Manager (Interim)
Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

High-Speed Rail Update – Station Zone Assessment

Mobility Solutions, Infrastructure & Sustainability

November 13, 2017

Mark Duebner
Project Manager
High-Speed Rail

Overview

- Update committee on High-Speed Rail (HSR) Station Zone Assessment (SZA) progress
- Share vision for development of HSR station
- Provide feedback related to performance criteria and key policy items
- Next steps

Background

- Texas Central Partners is the private company developing the Dallas-to-Houston HSR
- Hired Perkins+Will to complete the SZA
- The City has been working with consultants to formulate modern ideas and recommendations for the station area

SZA Major Components

- Placemaking
- Mobility and connectivity
- User experience
- Sustainability
- Land use and open space strategy
- Cedars District
- Mixed-use concept

City of Dallas Participation in SZA

- Building Inspections
- Convention Center
- Dallas Police Department
- Dallas Water Utilities
- Economic Development
- Public Works
- Planning and Urban Development
- Transportation

External Partnerships

- DART
- Downtown Dallas Inc.
- Matthews Southwest
- North Central Texas Council of Governments

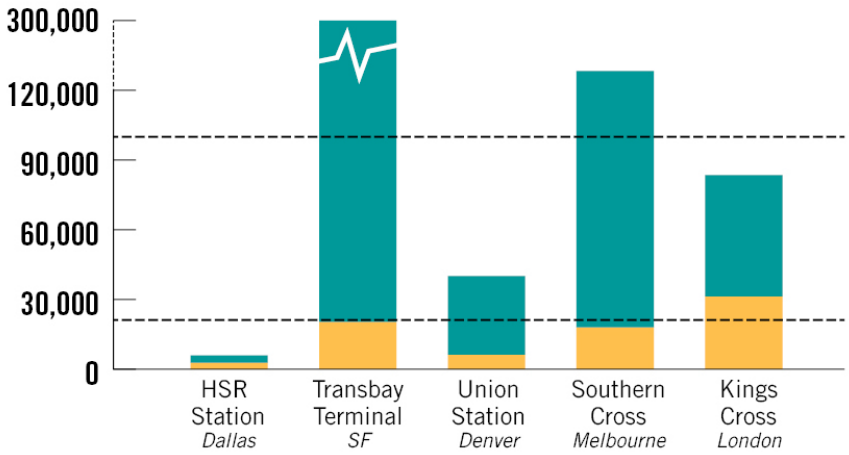
Performance Criteria

- Economic and environmental sustainability
- Economic development
- High-quality urban design
- Infrastructure and circulation improvements
- Multi-modal transportation connections
- Revenue enhancements for City facilities

Economic and Environmental Sustainability

HIGH-SPEED RAIL DISTRICTS

RESIDENTS + JOBS/SQUARE MILE



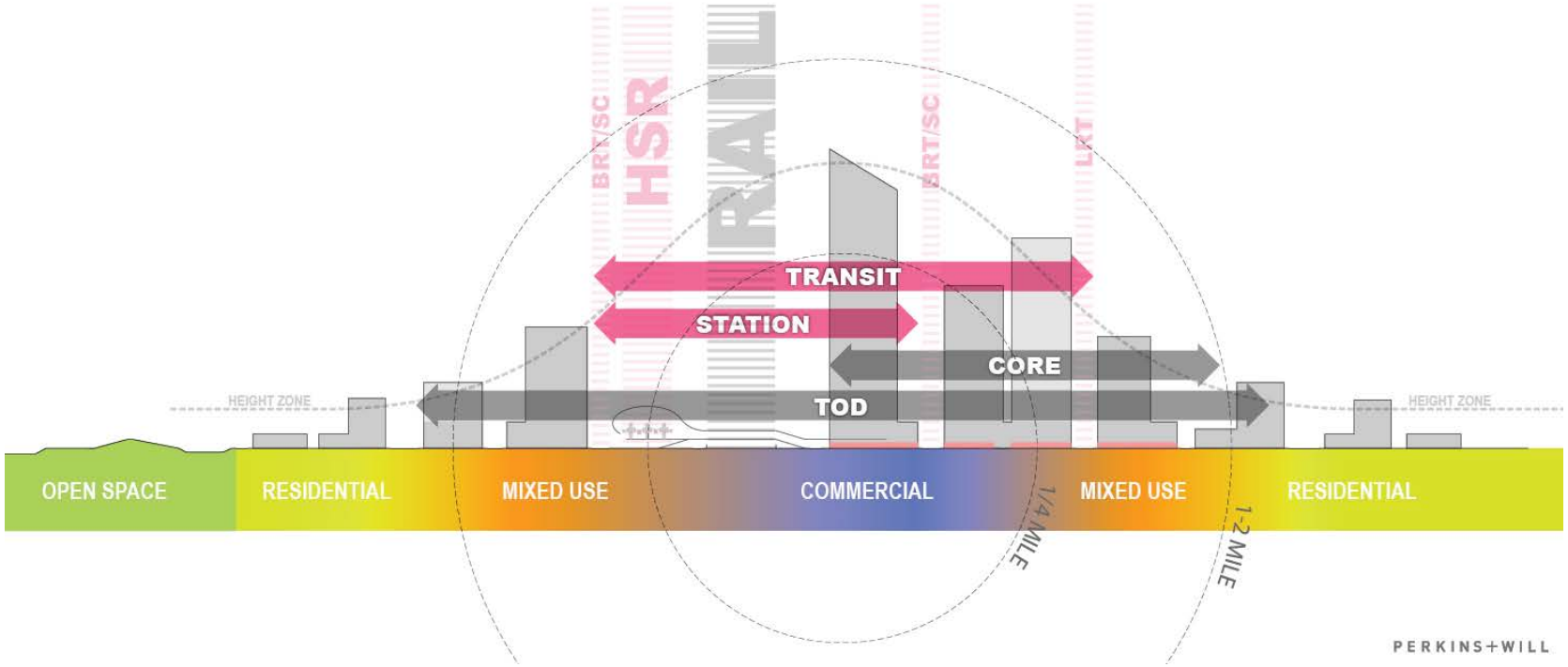
100,000 100,000 residents and jobs per square mile is the median value.

20,000 20,000 residents per square mile is the baseline population density for a vibrant neighborhood.

PERKINS+WILL

Economic Development

TRANSIT ORIENTED DEVELOPMENT

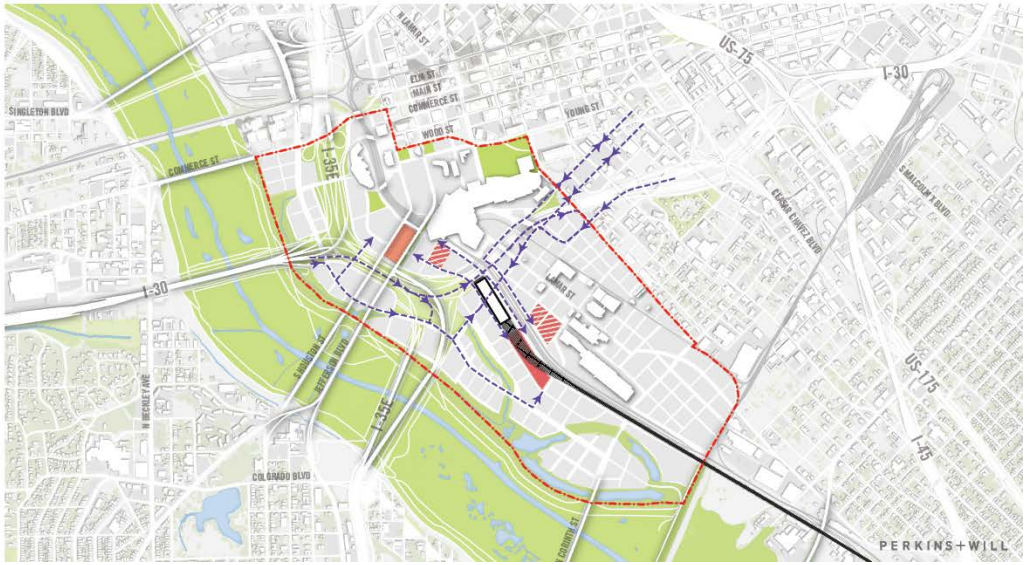


Infrastructure and Circulation Improvements

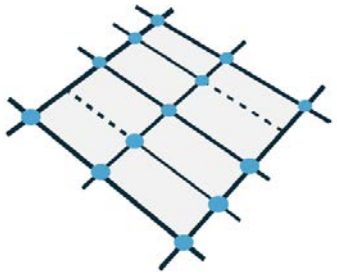
VEHICULAR ACCESS

ACCESS AND PARKING

- Vehicular Access
- Existing Parking
- Interim Parking
- Potential Parking Facilities
- HSR Station
- Study Area



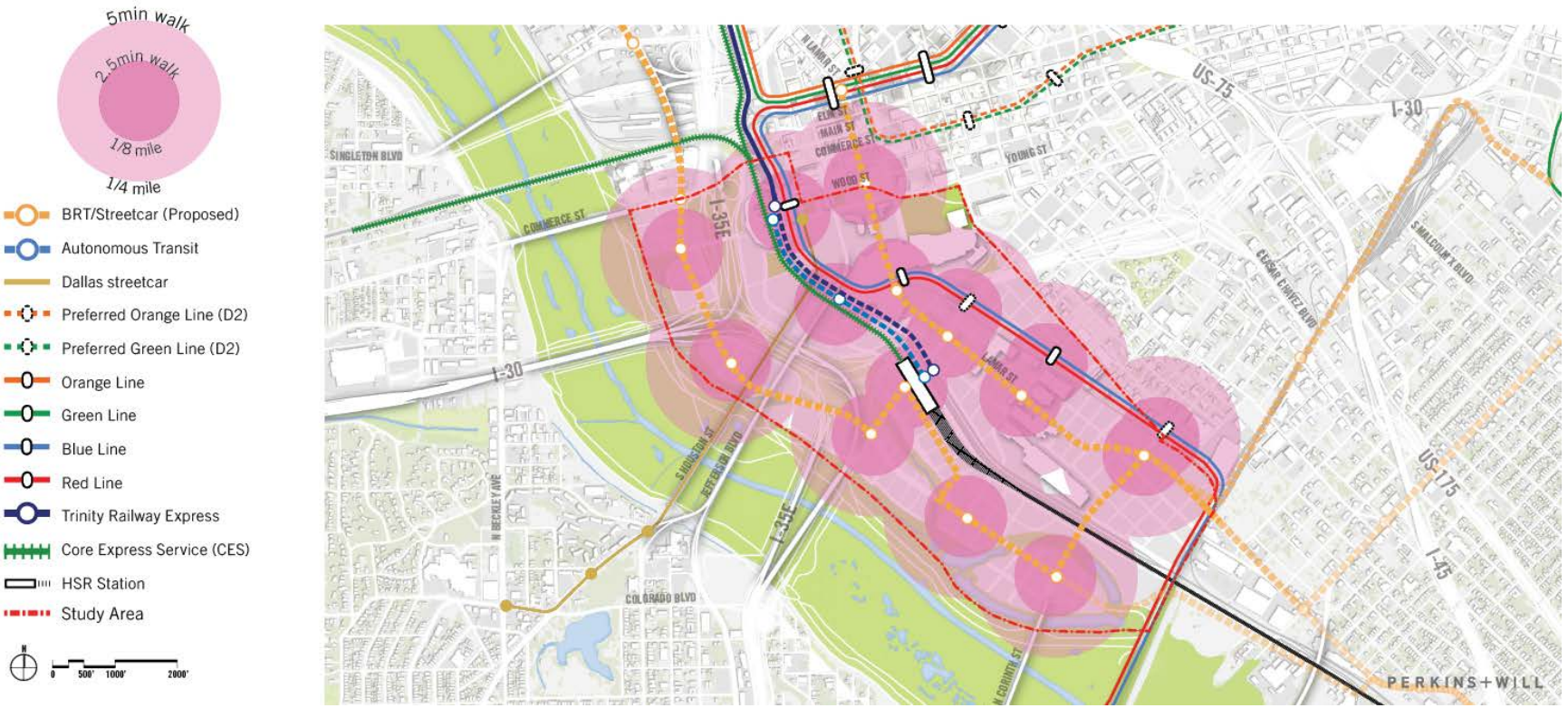
WALKABILITY



THE MOST WALKABLE DOWNTOWNS RANGE FROM:
140 - 400 INTERSECTIONS PER SQUARE MILE

Multi-Modal Transportation Connections

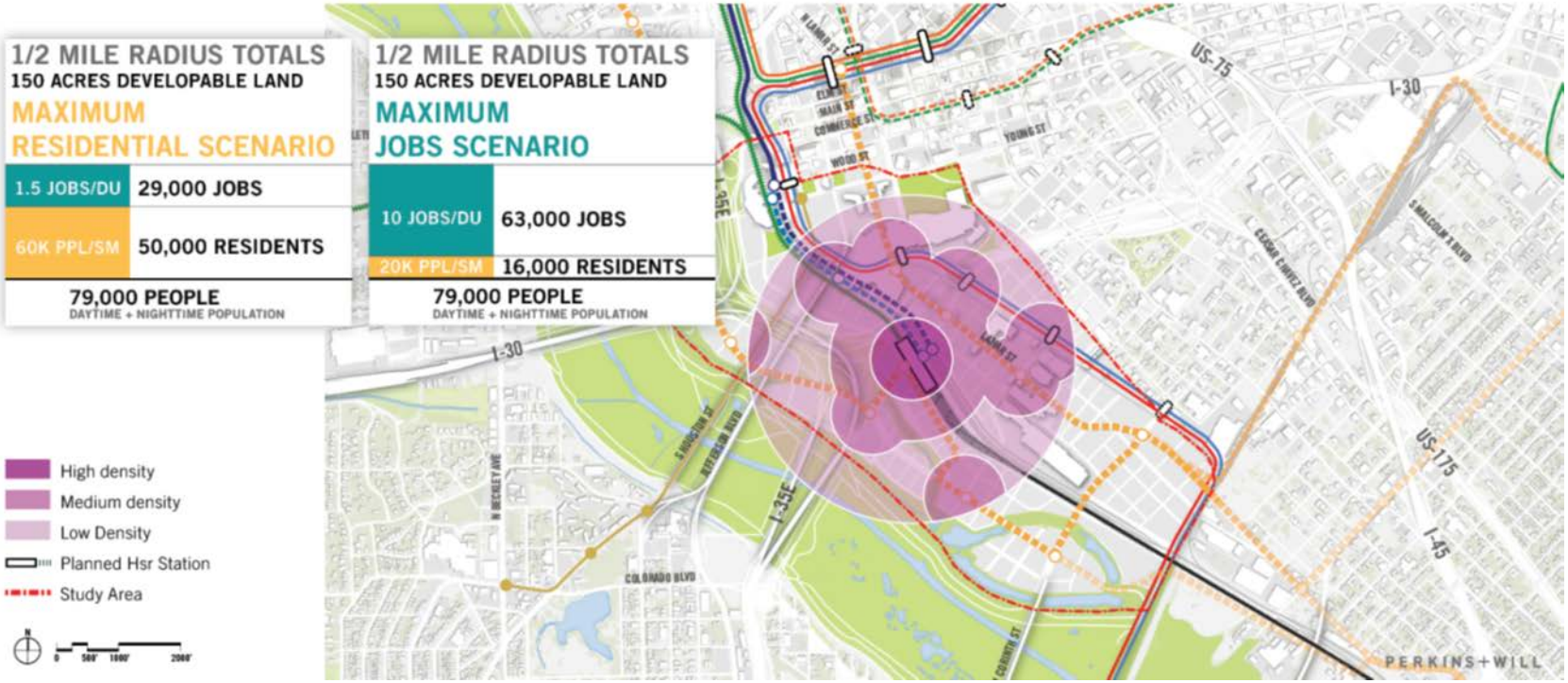
TRANSIT AND WALKABILITY



Revenue Enhancements for City Facilities

HIGH-SPEED RAIL DISTRICTS

JOBS AND RESIDENTIAL PROGRAM TARGETS



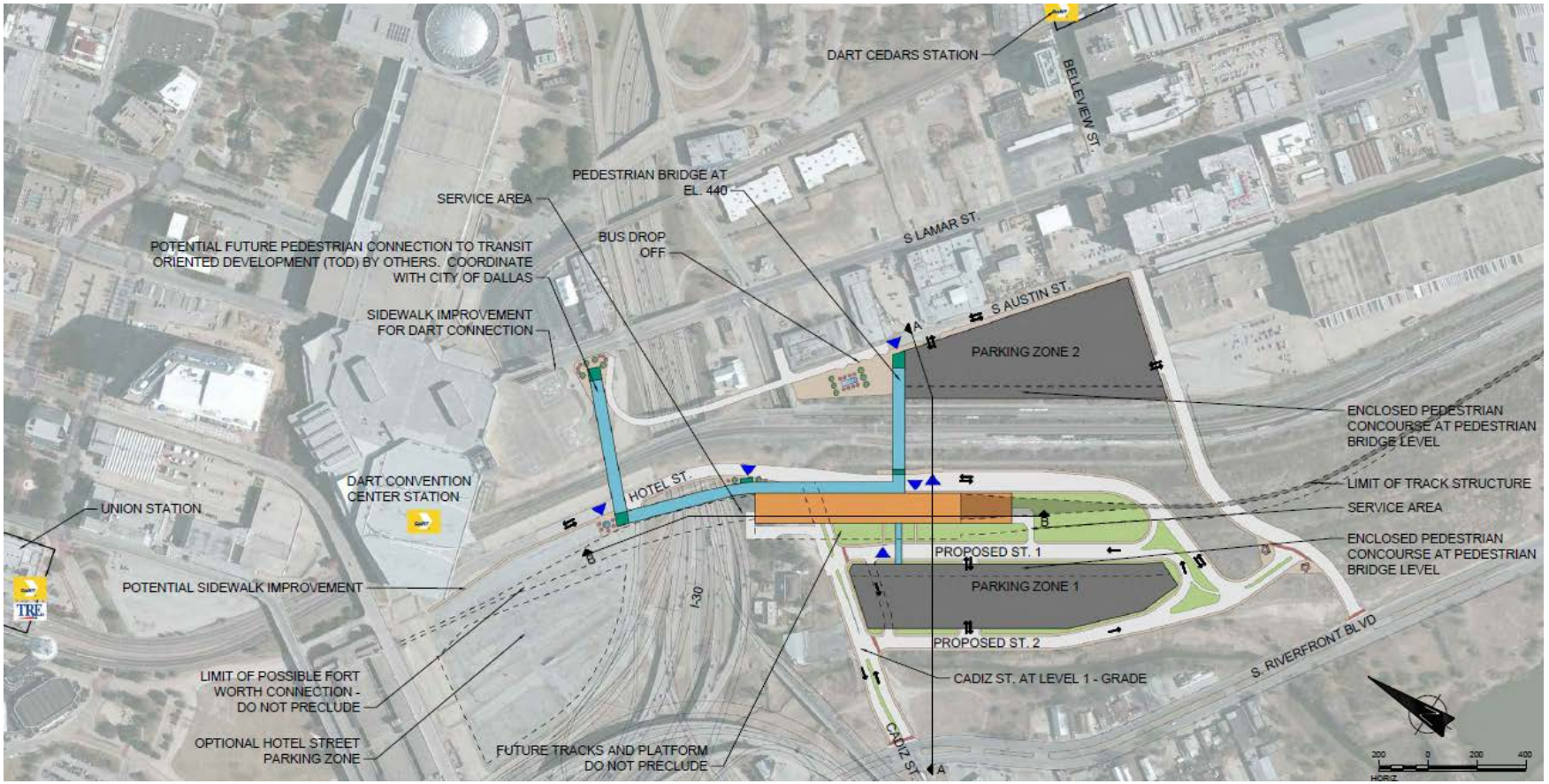
Key Policy Items

- Parking
- Street grid
- Walkability
- Ingress and egress
- Connectivity to all DART stations
- Design guidelines

Items to Be Resolved

- TxDOT plans for I-30 Corridor
- Decommissioning of Cadiz Pump Station
- DART stations
  - Additional connections
  - Increased accessibility
- Utility locations along I-45 alignment

High-Speed Rail Station



Timeline

- End of 2017: Publish draft Environmental Impact Statement and submit 404/408 permits
- Summer 2018: Publish final Environmental Impact Statement
- End of 2018: Federal Railroad Administration publishes Record of Decision
- End of 2018/Early 2019: Begin construction
- 2023: Begin operations

Next Steps

- Draft Development Agreement
- Work with DART to create a transit mall area
- TxDOT design of I-30 Corridor

High-Speed Rail Update – Station Zone Assessment

Mobility Solutions, Infrastructure & Sustainability

November 13, 2017

Mark Duebner
Project Manager
High-Speed Rail

Exhibit K

Andy Sowards Its going to connect North Texas and Houston in less than 90 minutes, with a midpoint stop in the Brazos Valley, between Bryan/College Station and Huntsville 😎🚄

2

2 hrs Like Reply More



April Zwick

Texas Central - The Texas Bullet Train Thx so much! I am intrigued and would rather use than fly Southwest. When is the debut?

1

2 hrs Like Reply More



Texas Central - The Texas Bullet Train

We anticipate breaking ground next year (2019), and hopefully will be selling tickets and running trains by 2024!

2

2 hrs Like Reply More



Write a reply...

Reply



Exhibit L

REPORTER'S RECORD
VOLUME 1 OF 1 VOLUMES
TRIAL COURT CAUSE NO. 2016-52516

TEXAS CENTRAL RAILROAD & INFRASTRUCTURE	)	IN THE DISTRICT COURT
PLAINTIFF,	)	
VS.	)	HARRIS COUNTY, TEXAS
CALVIN V. HOUSE	)	
DEFENDANT.	)	333RD JUDICIAL DISTRICT

TEMPORARY INJUNCTION HEARING

On the 23rd day of September, 2016, the following proceedings came on to be heard in the above-entitled and numbered cause before the Honorable Joseph J. "Tad" Halbach Jr., Judge presiding, held in Houston, Harris County, Texas;

Proceedings reported by computerized stenotype machine.

A P P E A R A N C E S

FOR THE PLAINTIFF:
W. BRAD ANDERSON
SBOT NO. 24055106
SUSAN DILLON AYERS
SBOT NO.24028302
SCOTT McLAUGHLIN
SBOT NO. 00791234
JACKSON WALKER, L.L.P.
100 CONGRESS AVENUE, SUITE 1100
AUSTIN, TEXAS 78701
(512)236-2000
(512)236-2002 FAX
Banderson@jw.com
Sayers@jw.com

FOR THE DEFENDANT:
GLENN SODD
SBOT NO. 18820500
JASON SODD
SBOT NO. 24034684
JODY SODD McSPADDEN
SBOT NO. 24037083
DAWSON & SODD
121 N. MAIN STREET
P.O. BOX 837
CORSICANA, TEXAS 75151-0837
(903)872-8181
(903)872-3654 FAX

FOR THE DEFENDANT:
BLAKE L. BECKHAM
SBOT NO. 02016500
PATRICK McSHAN
SBOT NO. 24047415
THE BECKHAM GROUP
3400 CARLISLE, SUITE 550
DALLAS, TEXAS 75204
(214)965-9300
(214)965-9301 FAX
Blake@beckham-group.com

CHRONOLOGICAL INDEX
VOLUME 1 OF 1
TEMPORARY INJUNCTION HEARING

September 23, 2016

PLAINTIFF'S WITNESS	DIR	CROSS	REDIR	RECROSS	VOL
SHAUN McCABE	11	34			1

	PG
Plaintiff Rests	59
Defendant Rests	59

DEFENDANT'S WITNESS	DIR	CROSS	REDIR	RECROSS	VOL
No Witnesses					

	PG
Reporter's Certificate	72

ALPHABETICAL INDEX
VOLUME 1 OF 1
TEMPORARY INJUNCTION HEARING

WITNESS	DIRECT	CROSS	REDIRECT	RECROSS	VOL
McCABE SHAUN	11	34			1

A. Which question?
Q. Has the project collapsed?
A. No, the project has not collapsed.
Q. Okay. Now, as far as losing financing, you've already told us in your deposition you don't have the finance -- any financing secured for the project. You've raised less than one percent of what you need, true?
A. Financing for the construction?
Q. Right.
A. We have not raised, correct.
Q. And financing to buy the train cars, is it, right?
A. Correct.
Q. The financing to acquire the land hasn't been acquired yet, right?
A. Well --
Q. I know you're working on it, but there's nothing under contract, true?
A. We have 200-plus option contracts we've paid on and have executed.
Q. Right. But you don't have the money yet to execute the options, you just put a deposit down, true?
A. That's correct.
Q. Okay. So in June you told us we might lose our financing. What we know is you still don't have your financing, true?

REPORTER'S CERTIFICATE

THE STATE OF TEXAS)
COUNTY OF HARRIS)

I, Marisol Ramos, Official Deputy Court Reporter in and for the 333rd District Court of Harris County, State of Texas, do hereby certify that the above and foregoing contains a true and correct transcription of all portions of evidence and other proceedings requested in writing by counsel for the parties to be included in this volume of the Reporter's Record, in the above-styled and numbered cause, all of which occurred in open court or in chambers and were reported by me.

I further certify that this Reporter's Record of the proceedings truly and correctly reflects the exhibits, if any, admitted by the respective parties.

I further certify that the total cost for the preparation of this Reporter's Record is $451.50 and was paid by The Beckham Group.

WITNESS MY OFFICIAL HAND this the 30th day of September, 2016.

/s/Marisol Ramos

Marisol Ramos, Texas CSR 8140
Expiration Date: 12/31/2016
Official Deputy Court Reporter
333rd District Court
201 Caroline
Harris County, Texas
Houston, Texas 77002

Exhibit M

February 2017

Texas High Speed Rail: Caution Ahead

by Baruch Feigenbaum



Table of Contents

Introduction.....1

History of Existing HSR Systems Worldwide.....4

The Opportunities of Private Rail.....12

Realities of High-Speed Rail.....14

Variables Determining High-Speed Rail Success.....20

History of HSR in Texas and Current Status of Texas Central's Project.....28

Creating a Realistic HSR Ridership Projection.....30

Creating a Realistic Cost Estimate for Texas Central's HSR.....41

Revenue Sources.....48

Assessing the Financial Feasibility of the Project.....49

Conclusion.....52

About the Author.....53

Endnotes.....54

Part 1

Introduction

Texas Central Partners is a private company planning to build a high speed rail (HSR) line between downtown Dallas and northwest Houston, with a Brazos Valley stop east of College Station. The line connecting the 5th and 6th most populous metro areas in the country would be the first true high-speed rail line operating in North America.

We acknowledge there are many potential advantages of private high-speed rail construction including project innovation, less susceptibility to political interests, and increased customer-oriented service. Ordinarily, we would support a private project of this nature for these and other reasons. In fact, in May 2015 we published an article titled, "Give Privately Funded Texas High Speed Rail Line a Chance." We said that we were intrigued by Texas Central's plans and believed at that time that the route would be mostly within existing right of ways, thereby limiting the effect on landowners along the path. We have since learned that not to be the case. We noted several obstacles to Texas Central's project, but stated that Texas Central deserved a chance to try. Our statements have been taken out of context by both Texas Central and landowners affected by the project.

Since our May 2015 article, we have undertaken a thorough analysis of Texas Central's project. Our analysis has raised grave concerns, many of which will be discussed here. Texas Central plans to build its HSR line between two of the least dense major cities in the world, both of which have airports close to downtown. And, that Dallas to Houston corridor lacks any existing passenger rail service. These conditions, along with many others, spell financial doom for Texas Central's project.

Texas Central has stated publicly that the project will be exclusively privately funded. Its CEO Tim Keith has reiterated several times that the project, "…does not need, does not want and will not ask for government grants for construction or public money to subsidize operations." However, Texas Central has also admitted it will aggressively seek federal government backed loans including Transportation and Infrastructure Finance and Innovation Act (TIFIA) loans and Railroad Rehabilitation and Improvement (RRIF) loans, to pair with Private Activity Bonds (PABs). Since these loans are indirectly backed by taxpayers, it is critical to assess the viability of this project. The fact is significant capital will be required to pay back the debt. The availability of that capital depends on the accuracy of Texas Central's business plan including its ridership projections and estimated costs.

We are especially concerned with the possibility of Texas Central receiving RRIF loans,

which lack the taxpayer protections of TIFIA and PABs. The RRIF program originated as part of the 1998 surface transportation reauthorization bill, TEA-21. Aimed primarily at helping short-line railroads in need of capital investments, only a small amount of the authorized $35 billion has been loaned out over the last 18 years. Since Congress did not restrict the loans to short-line railroads only, several passenger rail loan requests have been made, and Amtrak has won a few loans.

The administration has shown an interest in spending down the balance of the RRIF funds. Last year, Department of Transportation (DOT) Secretary Anthony Foxx set a goal of using all $35 billion in funds for loans by 2019. Recently, he has backed off this goal somewhat, but DOT still wants to use the funds almost exclusively for passenger rail, which was not the program's original goal. The FAST Act increased eligibility further and has made it possible for entities such as Amtrak to receive a loan without any realistic way to pay it back. If extended an RRIF loan, we are concerned that Texas Central may fall into this same boat.

Considering capital, operating, maintenance and planning costs, only two high-speed train lines are money-makers—Tokyo to Osaka and Paris to Lyon, and one breaks even—Hakata to Osaka—with the potential to make money if it remains in operation for at least 10 more years. All other HSR lines throughout Europe and Japan lose money. These lines connect central cities with extremely high residential and commercial population density. The endpoint cities of Tokyo, Kyoto, Paris and Nice have far lower rates of car ownership due to much higher car ownership costs, urban policies focusing on inner-city growth, and expansive rail transit systems. In addition, profitable high-speed rail in these cities was built to relieve overcrowding on conventional rail networks. In contrast, there is no passenger rail service connecting Dallas and Houston.

The following table summarizes the concerns we have with Texas Central's project, which will be discussed in detail.

Table 1: Summary of Concerns with Texas Plan

Cost v. Ridership	Successful high speed rail lines have been built in countries when and where land is cheaper and easier to acquire, construction costs are cheaper, and ridership is much higher.	**Major**
No Existing Passenger Rail Service	More than 2/3 of high-speed rail passengers have come from existing transit service. Between 5-12 times as many people use transit in cities with successful HSR as in Dallas and Houston. Without existing conventional rail service, a larger share of passengers must come from air and passenger vehicles.	**Major**

Airport Proximity to Downtown	Both Dallas and Houston have airports located within seven miles of downtown. High speed rail has been successful in cities where airports are far from or challenging to get to from downtown.	**Major**
Limited Transit Service	Both Dallas and Houston have limited rail transit networks. Houston has just redesigned its bus network but the cities' transit networks are not designed to funnel passengers downtown.	**Moderate**
Low Population Density	Dallas ranks 143rd in population within 2 miles of downtown and Houston ranks 36th. Most high speed rail services rely on travelers who live downtown because it is more convenient for others to fly	**Moderate**
Low Employment Density	Dallas ranks 16th in employment within 2 miles of downtown and Houston ranks 15th. High speed rail lines cater to downtown employees since it is more convenient to take the train than fly.	**Moderate**
Car Ownership	Car ownership rates are 25-50% higher in Dallas and Houston than in successful HSR cities. Car ownership affects not just the number of travelers who drive but also the density and spatial structure of a city.	**Minor**

Our concerns are exacerbated by the fact that Texas Central has not released any feasibility studies, business plans, cost data, or any other objective, verifiable data supporting its various claims related to the project and its alleged economic benefits. Taxpayers should insist on full, complete information from Texas Central. The federal government should ensure that the project is at investment grade standards before any loans are distributed. Finally, state officials should scrutinize the feasibility of the project and require proof of sufficient financing before the project is approved and Texas Central is allowed to start construction.

Part 2

History of Existing HSR Systems Worldwide

High speed rail is defined differently, depending on its location. The European Union defines high-speed rail as lines specifically built for speeds greater than or equal to 250 km/h/155 mph, or lines that are specifically upgraded with speeds greater than 200 km/h or 124mph.[2] The U.S. defines high speed rail in three different ways. Emerging rail has speeds of 90 to 110 mph; Regional rail has speeds of 110-150 mph; and Express rail has speeds of at least 150 mph. [3]

There are four major high speed rail operating situations:

1. **Dedicated:** Japan's Shinkansen is an example of dedicated service with separate high-speed tracks that exclusively serve high-speed trains. The system was developed because the existing rail network was heavily congested with conventional passenger and freight trains and the track gauge did not support the new high-speed trains.[4]
2. **Mixed high-speed:** Exemplified by France's TGV (Train à Grande Vitesse), this model includes both dedicated, high-speed tracks that serve only high-speed trains and upgraded, conventional tracks that serve both high-speed and conventional trains.
3. **Mixed conventional:** Spain's AVE (Alta Velocidad Española) has dedicated, high-speed, standard-gauge tracks that serve both high-speed and conventional trains equipped with a gauge-changing system, and conventional, nonstandard gauge tracks that serve only conventional trains.
4. **Fully mixed:** In this model, exemplified by Germany's ICE (Inter-City Express), most of the tracks are compatible with all high-speed, conventional passenger and freight trains.

International High Speed Rail Systems
Table 2 lists the countries with high speed rail and the corresponding track mileage:

Table 2: High Speed Rail Mileage by Country in Operation and Under Construction

Country	HSR Millage	HSR Under Construction
Austria	292	210
Belgium	209	0
China	19,000	18,156
Denmark	5	60

Finland	610	0
Germany	1,334	428
Hong Kong	0	26
Italy	923	125
Japan	2,664	782
Netherlands	120	0
Norway	64	54
Poland	85	322
Russia	645	770
Saudi Arabia	0	453
South Korea	819	585
Spain	3,100	1,800
Switzerland	80	57
Taiwan	339	9
Turkey	1,420	1,506
United Kingdom	1,377	0
United States	28	0
Uzbekistan	344	0

China, France, Germany, Italy, Japan and Spain have six of the most extensive high-speed rail systems in the world. The first high-speed rail line opened in Japan for the 1964 Olympics.[5] Europe's first high-speed rail line opened in Italy between Rome and Florence in 1978. In Europe, each country's national rail company operates high-speed rail service. These operator-owned trains serve several countries creating a seamless network. For example, France's TGV line also operates in Belgium.

The world's first high-speed rail line, known as the Shinkansen, was built in 1964 between Tokyo and Osaka, Japan.[6] The line was built in a corridor well-suited to rail transit, and the train was built to expand capacity on an overcrowded route. Construction was financed with loans from the World Bank and the Japanese government.[7] The railway repaid the loan in seven years. After that, operating profits on the line were used to cross-subsidize local trains. The success of this line encouraged expansion, and the Japanese government continued to build high-speed lines throughout the country. The Sanyo, the second line, came close to breaking even, but none of the other lines generated enough passenger revenue to cover their operating costs, not to mention their capital costs. This expansion of the Japanese high-speed rail network included new lines that were not economically efficient, and were built in response to political pressure to extend the benefits of high-speed service to other parts of the nation.

Partly as a result of large operating losses, Japan National Railways was privatized in 1987. Since 1987, extension of high-speed lines has continued, supported by the notion that infrastructure spending stimulates the economy.[8] Some of the newer lines that end in smaller cities require Tokyo-bound commuters to transfer trains at least once. These lines have very low ridership totals. New lines constructed today are funded by public-private partnerships (known as P3's), with part of the funding coming from the now-privatized regional rail companies, and the rest from the national and local governments. The current network features almost 1,500 miles of track with top speeds of 149–183 miles per hour. While construction has slowed over the last 5 years, three new line extensions are under construction.[9]

Italy has two high-speed rail lines: one connecting Turin and Venice and the second linking Milan to Salerno. Italy has slowly expanded its track to connect most major cities by high-speed rail. Early in 2012, the Nuovo Trasporto Viaggiatori (NTV) became the first private train operator of any country in the world where two high-speed rail services compete against each other. In 2015, NTV bought 8 additional trains to both expand service on existing lanes and add new service.[10] While NTV may be profitable, complicated financial statements make it impossible to verify.

France built the world's third high-speed rail system. Referred to as TGV (Train à Grande Vitesse) the first line opened in 1981, between Paris and Lyon.[11] As of 2015, the French system is the longest in Europe with approximately 1,266 miles and operates at top speeds around 200 miles per hour.[12] Unlike the Japanese system, which features a linear design where some lines do not connect with Tokyo, the French system has spokes radiating outward from the hub of Paris. According to the French rail operating company, SNCF, its TGVs have taken over 90% of the combined air-rail travel market for the Paris-Lyon route, which has a TGV travel time of less than two hours. TGV also has about 60% market share in corridors where the TGV travel time is around three hours.[13] France's system has been expanded to Belgium, Germany, Italy and Switzerland.

Encouraged by high-speed rail in France and Italy, German leaders made high-speed rail a national priority. As a result, Article 87 of the German Constitution makes rail transport a government responsibility.[14] Construction of Germany's InterCity Express (ICE) high-speed rail system began two years after French construction. However, lawsuits slowed construction and the first high-speed rail line connecting Hamburg and Munich did not open until 1991.[15] The German network varies significantly from that of its neighbor, France. As a result of political demands and a denser population, Germany's high-speed rail service has been developed to connect many hubs, unlike the French network, which radiates out from Paris. Germany's high-speed trains have more stops than those of France, where the system emphasizes connecting distant city-pairs with few intermediate stops. Initially, Germany preferred upgrading existing rail lines to accommodate higher speed service, rather than building new lines. In these cases, Germany's high-speed trains have longer average trip times than French trains over comparable distances. As many of the older lines have now been upgraded, most of the lines built in the past 5–10 years are new lines. As of 2007, Ger-

many had 11 different high-speed rail lines at a total length of more than 810 miles. Many of Germany's upgraded lines have a top speed of 155 miles per hour. All new lines and some upgraded lines can reach 186 miles per hour.[16]

Spain opened its first high-speed rail line—AVE (Alta Velocidad Espanola) in 1992.[17] The country chose to build its conventional rail network using a wider gauge than the international standard. But in order for Spanish trains to function on other countries rail lines, its high-speed rail network is being built to the international standard. As a result, many trains must have special equipment to allow them to operate on both networks. As of 2011, Spain's high-speed rail system was 1,656 miles in length, making it the second longest system in the world after China.[18] Spanish trains operate at top speeds between 155 and 200 miles per hour.

Since 2003, the Spanish government has been spending more money on rail than on roads.[19] The Spanish government's Ministry of Public Works has a Strategic Plan for Infrastructure and Transport for the period 2005 to 2020.[20] The largest spending category—$146 billion (44% of the total)—is for railways. Spain's plan is to increase the size of the high-speed rail network to 6,200 miles by the year 2020, and place 90% of the population within 30 miles of a station.[21] The high-speed rail network has been touted as a way to improve mobility with fewer environmental impacts than automobile or air travel, and as a way to promote the development of Spain's regions and create transportation-related employment. Independent analysts have argued that these economic development benefits are overstated. According to the Secretary of International Relations, only 50% of the high-speed rail capacity is occupied.[22] Further, the Applied Economy Studies Foundation found that none of Spain's HSR lines are profitable.

China is planning to develop the largest high-speed rail network in the world. China's rationale is that HSR will (1) relieve the pressure of both passenger and freight demand on its overcrowded existing rail system; (2) improve transportation connections between the country's different regions; and (3) promote the economies of less developed regions.[23] China is upgrading existing lines and building new dedicated electrified lines. Some upgraded lines will have speeds of 120-150 mph, while other upgraded lines and all new dedicated lines will have speeds up to 186 mph.[24] In 2008, China's government announced plans to have approximately 10,000 miles of high-speed lines (including both upgraded existing lines and new dedicated electrified lines) in operation by 2020.[25] However, in 2011 China reduced speeds on all lines from 217 miles per hour after officials found that some were constructed with faulty materials. Later that same year—after the Wenzhou crash killed 39 people—train speeds were further reduced. This is not the only setback China's rail program has faced. A number of top Chinese officials were arrested in 2013 for skimming $2.8 billion from the railway program.[26] A total of $28 million was embezzled on the Beijing to Shanghai line alone.

No country has a high-speed rail system that is profitable. The U.S. inspector general estimated the government contributions to passenger operations for each of nine European nations, plus the United States, from 1995 through 2003.[27] Comparing these subsidies with

passenger-miles of rail ridership during those years reveals that the subsidies in most of these countries are between 20 and 30 cents per passenger-mile. It is conceivable that if France or Japan had stopped with their first or second high-speed line, their system might be profitable. However, neither did.

French revenues for the other HSR lines may not even cover ongoing service costs; according to French economist Remy Prud'Homme, French taxpayers foot the bill for "about half the total costs of providing the service." [28] The French and Spanish central government paid the up-front construction costs of their country's high-speed rail lines with no real expectation that its investment would be recouped through ticket revenues.[29] Japan relied on capital recovery that, with the exception of the Tokyo-Osaka line, never materialized.

China is a particularly interesting example. While the Chinese government will not release its exact data, nearly half of China's program is funded by domestic bank loans and bonds. This includes 16% from provincial governments and 25% from a surcharge on freight.[30] This spending is not sustainable and internal spending has slowed considerably, although China is now focused on connecting its cities with India and Singapore.

United States High Speed Rail

Prior to 1970, private railroad companies provided both freight and passenger service. Rail was the dominant mode of intercity transportation from the latter part of the 19th century to the mid-20th century, but changing development patterns and new technology altered the dynamics. By the 1950s competition from motor vehicles using the public U.S. federal and Interstate highway systems and a growing aviation system were pushing rail carriers toward bankruptcy. In 1967, New York Central's Twentieth Century Limited made its last run. In 1970, Penn Central declared bankruptcy.[31]

Competition was not the only factor that pushed railroads toward bankruptcy. They also failed to adjust to changing business practices. The Railway Labor Act of 1926, which was intended to prevent the interruption of interstate commerce, was often used to protect workers from structural downsizing instead. For example, most railroads still employed firemen for locomotives despite technological advances that made such workers unnecessary.

In 1970, Congress formed the National Railroad Passenger Corporation (Amtrak). Amtrak is a government-owned corporation, which was created to preserve a nationwide network of passenger rail service. It also helped the private rail companies by allowing them to transfer their loss-making passenger rail services to Amtrak.[32] Similar to private rail companies before Amtrak and almost all intercity passenger rail operators in other countries, Amtrak continues to lose money on passenger rail service. This necessitates ongoing financial support from Congress—since its inception Amtrak has received a total of $36 billion in federal government subsidies, not counting contributions from states and cities.[33] This makes Amtrak an ongoing source of controversy. Rail supporters urge more funding for rail while rail critics urge an end to federal support for passenger rail service. In the absence of a consensus on whether rail services should be determined by the market or continued as a government service, Congress has provided a consistent level of funding for passenger train service.

The U.S. Congress established the current high-speed rail program framework in the 2008 and 2009 Appropriations Acts: The Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the American Recovery and Reinvestment Act of 2009 (ARRA) also known as the stimulus.[34] PRIIA, in 2008, established three new grant programs for funding High-Speed Rail/Intercity Passenger Rail capital improvements that required a 20% non-federal match. ARRA, in 2009, awarded $8 billion to the states for planning and construction funds.

The Federal Railroad Administration (FRA) provided funds under three different laws, all of which allowed public intercity rail agencies to apply for capital improvement grants that benefited all types of intercity passenger rail service.[35]

- In 2008, under the Appropriations Act Capital Assistance to States program, FRA provided $30 million of federal funding on a competitive basis to support up to 50% of the capital cost of improving intercity passenger rail.[36] Almost 10% of the $30 million was used for rail corridor planning grants.
- ARRA appropriated another $90 million to Intercity Passenger Rail Service Corridor Capital Assistance (Section 301), funds that could be used for states, groups of states and Interstate compacts.[37]
- Furthermore, High-Speed Rail Corridor Development funds (Section 501) support federally designated high-speed rail corridors with top travel speeds of at least 110 miles per hour.[38]
- Congestion Grants (Section 302) are provided to states or to Amtrak for facilities, infrastructure and equipment for high priority rail corridor projects.[39] Total program funding was $9.2 billion.
- Finally, as part of SAFETEA-LU, section 1103f provided funds for Railway Highway Crossing Hazard Elimination in High Speed Rail Corridors.[40]

All U.S. high-speed rail funding was appropriated in the 2009 stimulus, 2009 discretionary funding or 2010 discretionary funding.[41] Eight billion dollars was appropriated in the 2009 stimulus, $200,000 in the 2009 budget, and $2.5 billion more in the 2010 budget. Approximately $500,000 of unspent funds were rescinded in April 2011 upon passage of the delayed 2011 budget. California must spend all its stimulus funds by September 30, 2017 or the funding will be rescinded.

Conventional passenger rail in the U.S. survives because of continued taxpayer subsidies. While the Acela line operating in the northeast corridor has been successful, it along with the northeast regional, is one of only two lines in the country to be profitable. While Amtrak's unionized workforce and mismanagement are a major factor, the U.S.' urban spatial structure is not well suited to rail. Several U.S. Presidents have made constructing high-speed rail a priority with very limited results.

President Obama's vision for high-speed rail never materialized. From a political and administrative perspective, the White House made mistakes from day one.[42] The program funded

not just high-speed rail but higher-speed rail projects and intercity rail travel. While the stated goal was to build high-speed rail, the program developed into so much more. As a result it lacked a clear purpose.

The program focused on corridors with existing rail plans, not the corridors with densest population, best transit systems, or other characteristics needed for high speed rail success. For example, the Tampa-Orlando corridor, for which the Obama administration appropriated $2.4 billion, did not rank in the top 100 of U.S. high speed rail city-pairs.[43]

For certain projects, the Obama Administration made technical or route decisions that undercut the project's successful implementation. For example, the original California HSR plan proposed a straight-line route from Los Angeles to San Francisco in 2 hours 30 minutes. While finding a path through the Tehachapi Mountains would have been challenging, the project had potential. To win political favor and create economic development, the administration required the route detour to the Central Valley. This detour nearly doubled the length of the route and substantially increased its costs. It also ensured that the route could not make the trip in 2 hours and 30 minutes.

The administration awarded no funding to the corridor best suited to high speed rail—the Northeast Corridor. According to America 2050, the top 4 city pairs are New York-Washington, Philadelphia-Washington, Boston-New York and Baltimore-New York. All of these are along the Northeast Corridor.[44] In comparison, the Dallas-Houston pair ranks 10th. Amtrak loses money on 32 of the 34 lines it operates. The only two lines in which it earns a profit are the Acela and Northeast Regional both of which operate on the New York-Boston line.[45] However, upgrading the Northeast Corridor would be expensive, between $75 (with private sector operation or a P3) and $151 billion (Amtrak builds and operates).

President Obama's struggles were not limited to administrative bungling. Research organizations questioned the wisdom of building high-speed rail. Non-partisan reports from the Congressional Research Service and Government Accountability Office in 2009 and 2010 questioned HSR's costs and benefits.[46] Many think tanks including the Cato Institute, Heritage Foundation and Reason Foundation also wrote reports critical of HSR.[47] Increasing budget deficits and the popularity of the Tea Party also reduced support. Some newly elected governors rejected federal funds for HSR. Governor Rick Scott of Florida rejected $2.4 billion, Governor John Kasich of Ohio rejected $400 million and Governor Scott Walker of Wisconsin rejected $810 million. As a result of Republican control of Congress for the 112th, 113th and 114th Congress, funding for HSR was reduced to zero in the 2011-2016 budgets.

California is the only state actively building a taxpayer-supported high-speed rail line. However, the project has been plagued by controversy from the start. The initial 2008 California High Speed Rail Authority (CHSRA) plans were inaccurate and not in compliance with California statutes.[48] Further, while the CHSRA made changes to its business plan, those changes overstated the ridership and understated the costs even more. In order to reduce project costs the state moved to a blended plan using existing commuter rail tracks instead of new dedicated tracks in the Los Angeles and San Francisco metro areas. Blended tracks

will decrease the train's average operating speed. Yet, the CHSRA business plan assumes the same operating speed as the initial plan. Higher speeds lead to increased ridership; by overstating the speed the CHSRA is inflating the ridership. Other criticisms include:

- **Inflated Ridership Numbers:** Actual diversion of ridership from cars to trains is 90% less than predicted. CHSRA predicts a ridership of 21.1 million per year. Experts predict 6.9 million at the highest.
- **Spiraling Costs:** In 2008, voters were promised that it would cost $33 billion to build the entire line. In 2012, the total had grown to approximately $100 billion. CHSRA has since cut the costs back to $68 billion but only by cutting the length of the high-speed sections.[49]
- **Lack of a Funding Plan:** CHSRA has $3.5 in federal grants and $9 billion state bonds leaving a $45 billion gap for phase one.[50] Future federal funding is unlikely and the private sector is not going to invest in a project that loses money.
- **Increasing Fares:** Fares have increased from $50 to $81 per person.[51] Comparisons to cars assume each vehicle has only one occupant when average occupancy is closer to 2.
- **Unachievable Train Speed:** CHSRA says the trip will still take only 2 hours and 40 minutes which would make it the fastest train on the planet. The National Academy of Sciences Transportation Research Board says trips on this speed would be unsafe.[52] Further, such speeds might induce earthquakes along the San Andreas Fault.
- **Incorrect Comparison of Alternatives:** CHSRA argues that the cost of expanding the roads and airports would cost $171 billion. Legislative analysts argued the state would not spending this much money on transportation.[53] The CHSRA plan excludes inner-city buses and assumes airlines would fly more planes instead of bigger ones.

While construction has started on the 29-mile stretch from Madera to Fresno line,[54] the lack of funding and declining political support is likely to prevent construction of the entire line. During the 2016 legislative session, the Democratic-dominated General Assembly passed several bills to demand more accountability and cost details to the project over the objection of CHSRA.[55] Governor Jerry Brown's term expires in 2018. Lieutenant Governor Gavin Newsome is the strong favorite to succeed Brown. Newsome opposes the HSR project, arguing the money could be better spent on other priorities such as water infrastructure.[56] Many experts expect Newsome would terminate the project upon taking office, leaving the partially-built line between Madera and Fresno as a tourist attraction.

Part 3

The Opportunities of Private Rail

With the failure of government-supported passenger rail to gain traction in the U.S., several private high- or higher-speed rail projects have been proposed. Unlike all of the publicly–funded rail projects that needed subsidies ranging from $3 billion for the Tampa to Orlando line to over $50 billion for the California HSR line, private operators claim that they will build their lines without any government subsidies.[57]

Private rail lines have a number of advantages compared to public lines. The biggest is that private lines are less subject to political pressure. A private company does not need to change its routing to receive federal funding. The locations of its stops do not need White House or congressional approval. And one Congressman cannot delay the project for political reasons.

Public-private partnerships, which are a form of private construction and operation, have brought many benefits to highways. P3s have helped deliver needed additional transportation infrastructure.[58] Revenue is always limited; enabling the private sector to take the responsibility for financing infrastructure stretches tax dollars further. P3s raise large new sources of capital for major projects because infrastructure investment is an attractive investment to private investors, pension funds, and banks. P3s shift risks from taxpayers to investors by having private companies assume the risk of ridership and revenue shortfalls. P3s provide a more businesslike approach and tend to be more customer-service oriented than governments. Finally, P3s enable major innovations. The most famous is variable pricing on highways that limit traffic congestion. The private operator of the SR 91 toll lanes originated this technology.

There are several different ways to privately own, run and operate high speed rail. Many railway operations such as cleaning, catering, and repairs to tracks and stations can be outsourced.[59] Many governments that are unable to reform state-owned railways due to unions and other barriers outsource management to a private operator. Some countries operate concessions in which the state maintains ownership of the land while transferring rolling stock, other infrastructure and the operations rights to a private company. These concessions typically operate for 25-40 years and can include operator exclusivity or multiple operators. Franchise agreements, a type of concession, are popular in the United Kingdom. A franchise, in railroad operating terms, is an exclusive right to operate a certain train services for at least 5-10 years. Franchises are typically auctioned or released for bids.

Freight railroads are privately owned and operated in many countries, including the former Conrail in the U.S., Canadian National Railways in Canada, Companhia Vale Do Rio Doce (now known as Vale) in Brazil.[60] Other countries have examined equipment ownership and

leasing as well as construction and infrastructure maintenance.

There are two different private high speed rail lines planned, one in Florida which will offer higher speed rail and a second in Texas that will offer true high-speed rail. The Florida service named Brightline will operate at speeds of 79 to 125 miles per hour (similar to Amtrak's Acela) between Miami and West Palm Beach in 2017, with service extending to Orlando starting somewhat later. The service plans to run 16 round-trip trains per day between Miami and Orlando, covering the 235-mile trip in about 3 hours.[61] Stops are being built in Miami, Fort Lauderdale, West Palm Beach and Orlando. The train is somewhat faster than traditional rail service but far from speeds of true high speed rail.

Texas Central's rail line will purportedly operate at speeds reaching 200 miles per hour between Houston and Dallas. The service plan includes 18 trains per day running between 6 AM-12 PM with headways as frequent as every 30 minutes. The 240-mile trip is expected to take 90 minutes. While current plans are to operate between Houston and Dallas only, extensions are possible if the route is successful.

Part 4

Realities of High-Speed Rail

Before evaluating the Texas Central line, we should discuss the advantages and disadvantages of high speed rail. While advocates justify high-speed rail based on a number of claims, those claims fall apart under closer scrutiny.

Reduces Environmental Impacts

Claim: HSR advocates point out that full HSR trains use one-third the energy of air travel and one-fifth the energy of automobile travel.[62]

Texas Central claims its high-speed rail's comparatively light environmental impact is one of the project's greatest benefits. Texas Central also claims that their N700 train consumes 1/8 less energy per seat than a Boeing 777-200 and 1/12 the carbon dioxide.

Reality: Building HSR lines is very energy intensive. A University of California-Berkeley study found it would take 70 years of trains operating at full capacity for the reduced emissions of the Los Angeles to San Francisco line to offset the emissions released during the construction phase. A non-partisan analysis by the California Air Resources Board found building HSR in the state would account for only 1.5% of the state's goal for reducing greenhouse gas emissions—at a very substantial cost.[63] A University of California at Berkeley study estimated that a network of U.S. high speed rail lines would reduce transportation pollution 0.49% -- a statistically insignificant number.[64]

In Texas, high speed rail will produce even more greenhouse gas emissions since much of the electricity generated comes from coal and oil. Further, over the long-term building and operating high-speed rail has seldom proven the most cost effective way to reduce greenhouse gases. Texas Central's comparison of the N700 train to the Boeing 777-200 assumes that the rail line will operate at capacity, something very few rail lines around the world accomplish. Further, the carbon dioxide claim is based on Japan's clean electric power sources. Texas' electric power sources mitigate most of the advantage of rail over plane.

Second, estimates of the reduced energy use and pollution arising from HSR often fail to account for construction and maintenance costs, while also assuming that automotive and airplane engine technology will not become more energy efficient in the future. For example, the California High Speed Rail Authority uses its own environmental impact statement (EIS) to suggest that high-speed trains will produce large energy savings.[65] According to the EIS, the energy savings from operating high-speed rail will repay the energy cost of construction in five years. However, this assumes that the energy efficiency of autos and planes will not

improve. If, over the lifetime of a high-speed rail project, autos and planes become 30% more fuel-efficient (which is not an unreasonable assumption), then the energy payback period for high-speed rail rises to 30 years. And since rail lines require expensive (and energy-intensive) reconstruction about every 30 years, high-speed rail may not actually save energy at all.

Third, while rail can offer lower energy usage and fewer carbon emissions than highway or air travel, that is only the case when trains run at or near capacity.[66] As noted above, that may not be a sensible assumption when it comes to high-speed rail in the U.S. Indeed, because HSR will only capture such a small share of total passenger trips, it is also unlikely to make much difference in in either achieving greenhouse gas reduction targets, or in the amount of oil imported.[67] Using realistic ridership numbers, the California, Midwestern and Texas projects will actually increase greenhouse gas emissions.

Finally, high-speed rail is not always an environmentally sensitive option. In 2005, Florida's High-Speed Rail Authority proposed a 125-mph rail line between Tampa and Orlando powered by gas turbine. The EIS for the proposal estimated that trains would produce more nitrogen oxide pollution and volatile organic compounds than would be saved by removing an equivalent number of cars from area highways.[68] It also calculated that operating and maintaining the gas-turbine locomotives would consume 3.5 to 6.0 times as much energy as would be saved by removing the cars.[69] The statement concluded that, "the environmentally preferred alternative is the No Build Alternative" because it "would result in less direct and indirect impact to the environment."[70]

Creates Economic Development

Claim: High speed rail proponents claim that planning, designing and building HSR will create many jobs.[71] HSR is reliable and operates in all weather conditions. It can spur the revitalization of cities by encouraging high-density mixed-use development around stations. HSR can link cities into integrated regions that function as a stronger economy. HSR routes can increase tourism and visitor spending.

Texas Central claims its project will create 10,000 jobs per year for four years and 1,000 permanent jobs. Texas Central also claims the project will generate $36 billion in economic benefits and nearly $2.5 billion in tax revenues to the state counties, local municipalities, school districts and other taxing entities, between 2015 and 2040.[72]

Reality: While HSR may spur economic development and the creation of some jobs, particularly around high-speed rail stations, economic development is better measured over the long term. Over that time frame, the benefits are questionable.

The U.S. Government Accountability Office (GAO) has noted that "…while benefits such as improvements in economic development and employment may represent real benefits for the jurisdiction in which a new high-speed rail service is located, from another jurisdiction's perspective or from a national view they may represent a transfer or relocation of benefits."[73]

As to whether HSR can provide economic benefits for the national economy as a whole by increasing labor markets and improving business travel, a UK policy study noted that, "such effects are quite limited in mature economies with well-developed infrastructure."[74] This study goes on to point out that building a high-speed rail line between London and Glasgow and/or Edinburgh would probably provide modest economic benefits at best, as air carriers already provide fast and frequent service at a reasonable cost for business and leisure travelers.

Transportation facilities are only likely to lead to real economic development if they induce more travel. Yet studies show that only 10–20% of total travel on high-speed rail is new.[75] As such, spending money to encourage travelers to switch from low-cost automobiles and planes to high-cost trains will generate very little economic development.

Improves Safety

Claim: Advocates tout the safety benefits of high speed rail. Each year, 43,000 people die in car accidents.[76] Since rail is a safer form of transportation than road, building more HSR lines will decrease fatalities.

Texas Central claims its high-speed rail technology has proven to be the safest, most reliable and comfortable high-speed rail system in the world, and that there have been no injuries or fatalities due to train accidents in more than 50 years of operations.

Reality: Aviation is the safest transport mode followed by train, bus and automobile.[77] The ability of HSR to divert highway travelers to rail is likely to be limited, and the diversion of fliers will make little difference because air transportation is very safe. Since HSR will divert very few car users, it is unlikely that HSR will significantly reduce the number of transportation-related deaths and injuries in the U.S.

Reduces Congestion

Claim: Advocates claim that high-speed rail will reduce congestion on highways and at airport runways by shifting travel patterns.[78] This extra mobility can be achieved without costly new capital expenditures. Trains will travel on uncongested rails faster than cars and with fewer delays than airline travelers. High-speed rail can deliver more passengers per hour than roads and runways at a lower cost. High-speed rail stations are more likely to be multi-modal, offering connections to other travel modes.
Texas Central claims 90,000 vehicles travel between Dallas and Houston daily and that the Federal Railroad Administration has identified Dallas/Ft. Worth and Houston as among the 10 U.S. cities with the most congested roads. Texas Central claims congestion will double on I-45 between Dallas-Fort Worth and Houston and that high speed rail will help relieve that congestion.

Reality: High-speed rail is unlikely to reduce congestion on highways or at airports. Travelers would have to switch modes; travelers choose car travel because of the flexibility it offers

and air travel because of its speeds. Even if car drivers switch to rail, induced demand on highways will lead to new trips on these roads reducing congestion very little. Even if 40% of travelers by car switched to trains, which is eight times higher than is likely to happen in Texas, highway travel would only decrease by 7%.[79] Plane travelers are slightly more likely to switch to rail than automobile travelers. And while a forecasted 40% decrease in passengers is significant, less congested skies would cause more people to fly, recreating the problem. And delays in plane travel are mostly due to a 60-year-old radar system, not insufficient runways or terminals. Modernizing this system would eliminate most of the delays.

Texas Central's claim that 90,000 vehicles travel between Dallas and Houston daily is demonstrably false. In addition, Texas Central ignores the fact that Dallas/Ft. Worth and Houston traffic congestion is contained almost entirely within the city limits. In a study titled "Where High-Speed Rail Works Best," it was concluded that I-45 is not among the most heavily trafficked non-metro highways in the country."[80]

Claim: Many proponents advocate for HSR technology based on the choice it provides. In congested corridors, frequent and reliable HSR could provide travelers an attractive alternative to dealing with traffic bottlenecks and airline delays.[81]

Texas Central claims its HSR will provide Texans a safe, clean and convenient alternative to driving or flying, which will allow passengers to travel between Dallas and Houston in about 90 minutes, easing traffic and congestion along the I-45 corridor.

Reality: There is value in providing travelers with a choice of transportation modes. However, in most corridors customers can already choose amongst driving, taking a bus and flying. The better question is what is the opportunity cost? Spending an equivalent amount of money on Next Generation air traffic control or on solving highway bottlenecks would benefit many more travelers than building high- speed rail.

Builds Redundancy

Claim: HSR increases the reliability and redundancy of the transportation system. Many different types of events, including floods, snowstorms and hurricanes, can dramatically disrupt a transportation system. Building redundancy into any system entails added costs, but the availability of alternatives tends to make the system as a whole more reliable during unusual events.[82]

Reality: Building redundancy into the transportation system is a smart investment. But does the U.S. system need another layer of redundancy? The current American transportation system has a highway network that offers personalized transportation, an aviation network that offers fast transportation and a burgeoning inner city bus network that offers low-cost transportation. What new value would a high-speed rail network bring to the system?

Avoids Security Delays and Hassles

Claim: HSR offers time savings since train travel does not have the rigid security of aviation. This reduces total trip time as travelers do not have to budget extra time to go through security.

Texas Central has not released any statement regarding what security measures it will employ, except to say its HSR will not require TSA-level security. Texas Central has indicated that its HSR would not require any extra security measures.

Reality: There have been several terror attacks on HSR lines. While these attacks have garnered little attention in the U.S., they demonstrate why Texas Central must devote significant resources to security. Between 1970 and 2012 there were 33 HSR attacks killing 32 people.[83] In 2015, an Islamic terrorist attacked a high-speed train operating between Belgium and France.[84] As a result of this attack, Belgium is increasing its baggage checks, and the European Union is considering introducing metal detectors and body scanners (similar to the U.S.' approach to airport security) at all train stations. In July there was a suicide attack on a high-speed rail line in Japan.[85] Japan security experts have advised changes in risk management and security.[86]

While planes were once the top target, increased aviation security runs the risk of diverting malicious activity elsewhere—sadly, the hijacking of trains could easily become a reality. A train bombing, chemical attack or derailment could cause significant destruction, especially at speeds of more than 150 miles per hour. A comprehensive HSR system would almost inevitably end up subject to an extensive security system. This would negate many of the time and cost savings of trains compared to planes.

Improves Comfort and Convenience and Enhances Productivity

Claim: HSR is a more comfortable and convenient way to travel than plane. Rail stations are located downtown, closer to the city center than airports on the periphery.[87] Trains feature more comfortable seats and more leg room. High-speed rail allows people to work during their trips on laptops and cell-phones.[88]

Reality: Many proponents argue that HSR is a more comfortable and convenient way to travel. But this is a matter of personal preference—many others regard the automobile as superior in this respect because of the autonomy it provides. Many HSR services offer reclining seats, but the seats on buses can be just as comfortable. Planes have less leg room, but they aren't as heavily subsidized as trains. And while train travel may be less hectic in the absence of security screenings, this may regrettably be a temporary benefit. Moreover, passengers still face limits on luggage and the size of carry-ons.

Both Dallas and Houston have airports located close to the central business district and on the periphery. As a result, airports in Dallas and Houston provide more options than any one high-speed rail line could provide. Additionally, Houston's Rail Station is on the Beltway,

slightly further from downtown than Houston Hobby airport. Additionally, buses that offer boardings both inside the Central Business District and in the suburbs feature superior options to both rail and plane.

High-speed rail does allow people to work on the trains. But planes and buses offer the same feature. Some planes are equipped with wireless internet service that is available over 10,000 feet. Many intercity bus lines offer wireless access for the entire trip.

Transit-Oriented Development

Claim: High-speed rail can create more transit-oriented development (TOD).[89] TOD creates compact, walkable communities adjacent to train stations. HSR combined with regional rail will increase TODs and help residents save time and money.

Reality: High-speed rail by itself does not create any transit-oriented development (TOD). In fact, several recent studies have found that transit is by far the least important of any of the TOD requirements.[90] TOD requires land use changes, an existing developed transit network and a real estate market that will support such development. Some of these factors cannot be controlled. And TOD is not a panacea, as it tends to increase housing costs for the low-income.

Part 5

Variables Determining High-Speed Rail Success

Before evaluating Texas Central's proposed high-speed rail line, it is important to note the variables that determine HSR success.

Residential and Commercial Population Density

Successful HSR relies on high urban population densities, particularly those concentrated close to major rail stations. While the Los Angeles metro area has the highest U.S. population density, it is dwarfed by European and Asian cities. The least dense major city in Europe, Berlin, has about twice the population density of New York City. Both Dallas and Houston have very low densities, certainly by U.S. standards and especially by international standards. In fact, Dallas and Houston are two of the least dense major metro areas (defined as over 3 million people) in the world.[91] Dallas and Houston simply do not have the urban population density for HSR to operate efficiently.

To compete with the airlines, trains must depart frequently but they must also fill, or nearly fill, their seats to generate enough ticket revenue to cover their operating costs. Both the population size of a city and the concentration of economic activity in the central business district and near the train station(s) are important determinants in the percentage of people who ride rail transit. As a result, New York City is more suited for train travel than many other U.S. cities because of the high concentration of activity on the island of Manhattan. About 35% of the city's jobs are within three miles of Wall Street. In other American cities, on average, about 22% of employment is within a three-mile radius of the city's center.[93] And while the nation as a whole is becoming more urbanized, trends show that employment is steadily decentralizing in almost all U.S. cities.

The Dallas metropolitan area has 7.1 million people, ranking 4th largest in the country.[94] The Houston metropolitan area has 6.7 people, ranking 5th largest in the country. However, since both regions have very low densities the number of people who live close to downtown is small. Houston is 36th highest in people who live close to downtown with a total of about 70,000 people living within 2 miles of downtown.[95] Dallas has even fewer people in the downtown core ranking 143rd with only 40,000 living within two miles. At the 10-mile distance, Houston moves up to 9th and Dallas 17th. Both cities rank higher for employment but still lag most major U.S. cities. With 140,000 employees within 2 miles of downtown Houston ranks 15th while Dallas with 130,000 employees ranks 16th. Houston improves slightly at 10 miles with 900,000 employees ranking 12th while Dallas actually worsens to 18th with 660,000 employees.

Table 3 compares the population density of major HSR cities worldwide with New York City, Los Angeles, Dallas and Houston. Note that U.S. cities are substantially less dense than their European counterparts. Developing Asian cities have some of the highest densities at more than 60,000 people per mile. Certain older European cities have moderate densities of 10,000-15,000 people per mile. Major U.S. cities that developed largely before World War II and have geographical obstacles such as mountains or water have densities between 4,500 and 6,000. Finally, sprawling U.S. Metro areas whose development centered around the automobile have the lowest densities of below 3,000 people per square mile.

Table 3: Density of Selected U.S. and International Metro Areas

U.S. City	People per Mile	European/Asian City	People per Mile
Los Angeles	6,000	Mumbai	67,300
New York	4,500	London	14,600
Washington	3,500	Barcelona	11,400
Chicago	3,400	Paris	9,600
San Francisco	5,400	Berlin	7,900
Philadelphia	2,700	Karachi	62,500
Dallas	2,800	Shanghai	15,100
Houston	2,800	Tokyo	11,400

Source: Demographia World Urban Areas

Transit Usage

Transit usage is one of the greatest indicators of rail success. In the U.S., only in the New York urban area does transit account for more than 15% of total travel. In Dallas and Houston, it is less than 5%.[96] Contrasted with Paris (25%) and Tokyo (60%),[97] this does not bode well for the success of HSR in Texas.

Connectivity of rapid transit is another indicator of successful HSR. In Tokyo and Paris, passengers have the option of traveling by heavy-rail or commuter-rail to nearly all the destinations in the urban area. A short taxi ride or bus ride may be necessary to reach one's final destination. Dallas nor Houston are neither dense enough nor do they have the extensive transit systems necessary to make this possible.

Automobile Ownership and Availability

American affluence and its effect on the earlier availability of automobiles is another significant factor. Unlike Europe and Asia, which sustained major damage during World War II, U.S. infrastructure was not affected by the war. Post-World War II U.S. citizens were wealthier than their counterparts in other countries. As a result, average 1950 U.S. automobile ownership rates were higher than in other countries and there was a much higher percentage of post-World War II automobile-oriented development in the U.S.

The availability of affordable automobiles remains a major contributor in Dallas and Houston today. Both cities have approximately 0.90 vehicles per person.[98] The U.S. average for metro areas is 0.81. The higher the number of vehicles, the more ingrained the car culture. The most successful high-speed rail systems are in regions with low car ownership and a history of rail and transit use.

Compared with the U.S., Asian and European cities have lower per capita levels of car ownership, higher gas prices, lower levels of car use (measured both by number of trips per day and average distance per trip) and higher levels of public transportation availability and use.[99] The main reason people drive fewer miles in other countries is not the increased availability of public transit, but the higher costs of overall travel.[100]

Automobile Travel Costs

Automobile travel is significantly more expensive in Europe than in the U.S. Gas prices are approximately 2.2 times higher in Europe.[100] These higher prices are the result of taxes that subsidize non-highway government operations including rail and transit. Gas taxes make up 73% of the cost of gasoline in Britain, and about 61% of the costs in Germany.[102] In comparison, gas taxes comprise 23% of the total in the U.S. and less than 20% in Texas.[103]

Table 4 compares average gas prices in 2016. Between 2000 and 2009, the gas tax in real dollars has increased in 27 out of 28 European Union (EU) countries. In the U.S., it has held steady. Before the recent drop in gas prices, the gas tax as a percentage of fuel costs has increased in 19 EU countries by an average of $0.41 and decreased in nine by an average of $0.47. In the U.S., it has increased by an average of $0.12. Eight European countries have raised the gas tax since 2009 while the U.S. rate has remained steady.

Table 4: Gas Prices and Taxes March 2016 (in U.S. Dollars)

Country	Price of Liter of Gas Before Tax	Tax	Total Price in Dollars	Taxes as a Percent Of Total Prices	Percentage Increase in Base Prices as a Result of Taxes
United States	0.401	0.12	0.521	23%	30%
Canada	0.441	0.29	0.731	40%	66%
Spain	0.481	0.60	1.081	55%	124%

Japan	0.424	0.57	0.994	57%	135%
Germany	0.446	0.71	1.156	61%	159%
France	0.449	0.96	1.409	68%	212%
Italy	0.462	1.09	1.552	70%	236%
United Kingdom	0.399	1.07	1.469	73%	268%

Source: International Energy Agency

Expressway Network

While many countries in the world have a highway network, few rival the U.S. system in total length. And most international systems are tolled, which reduces traffic volumes. While tolling the U.S. system is possible, it is currently politically unpopular, and realistic only for sections of substantially rebuilt highways. At 47,856 miles the U.S. Interstate system is the largest highway network in the world.[104] China's tolled national trunk system (limited access expressway network similar to the Interstate system) at 46,000 miles is the second largest in the world.[105] If you combine the European counties of Belgium, France, Germany, Italy, the Netherlands, Portugal, Spain and Switzerland into a Western European network, both the population and the limited access highway mileage are slightly less than in the U.S.

Spain's tolled Autopista network, consisting of 8,620 miles, is the third largest limited access system in the world—but it would still take almost six Autopistas to equal the U.S. Interstate system.[106] And while Spain does have an older, untolled Autovia system, it is very limited in size and is not being expanded. The fourth largest limited access highway system is Germany's Autobahn network.[107] The Autobahn is free for cars but tolled for trucks. France's tolled Autoroute system includes 7,450 miles of toll road.[108] Italy's Autostrata tolled network is similar.

Table 5: Difference in Highway Network by Continent

Country or Region	Mileage Limited Access Highways	Population	Residents per Highway Mile
United States	47,000	319,000,000	6,702
China	76,000	1,400,000,000	18,421
Western European Union Countries Combined*	41,000	286,000,000	6,975

The date each of these highway systems were built is significant. In most instances, rail travel was already engrained in the travel culture and habits before highway networks were built. With the exception of the Autobahn system, which was built in the 1930s, most highway systems were built after the Interstate system. China's system was built exclusively over the past 20 years. China had no highway network before 1988.[109] France's system was built

mainly in the 1960s and Spain's system mainly in the 1970s. In other words, many systems were built at the same time or after conventional rail networks were established. In contrast, while other countries were building extensive rail networks, the U.S. focused its efforts on building an expansive Interstate network. As a result, U.S. travelers are accustomed to and rely far more heavily on highway travel rather than rail.

Conventional Rail

Most European countries have substantially more rail kilometers for their geographic size than the U.S. In the following table, the lower the number of square kilometer of track per kilometer, the more railroad track the country has per geographic size.

Table 6: Amount of Rail Track by Square Kilometer

Country	Country Square Area (Kilometers)	Length of Track (Kilometers)	Square Kilometer of Track per Kilometer
United Kingdom	130,395	30,859	4.2
Germany	357,022	43,468	8.2
Belgium	30,528	3,233	9.4
Netherlands	41,543	3,223	12.9
Japan	377,915	27,155	13.9
Italy	301,340	20,182	14.9
Denmark	43,094	2,414	17.9
European Union	4,324,782	230,548	18.8
France	643,801	29,640	21.7
Spain	505,370	16,102	31.4
United States	9,826,675	293,564	33.5
China	9,596,961	191,270	50.2

Source: CIA Factbook

As shown in Table 6, there is less railroad track per capita in Spain than in any other major European country. And Spain still has more track per capita than the United States.

Table 7 shows that the United States has fewer railroad passengers than any of the countries surveyed. The U.S. has 5.5 times fewer passengers than next-lowest Denmark, despite being 228 times as large and having 57 times as many people. The United States has more track

than Denmark and about the same amount as Belgium. But since rail usage is so low, much of that track operates far below capacity for passenger service.

The fact is passenger train service in Europe is substantially more integrated into modern life. Many countries implemented high-speed rail to relieve over-crowded conventional trains.[110] Others developed service to preserve existing high-ridership levels.

In the U.S., where passenger train service is not integrated into daily life and ridership levels for Amtrak are low, train conditions simply are not comparable with Europe and Japan. Texas has even more limited rail service. Dallas and Houston are both on rail lines but there is no direct service between the two. (The Sunset Limited provides service between New Orleans, Houston and San Antonio; The Texas Eagle provides service between Little Rock, Dallas and San Antonio; The Heartland Flyer provides service between Oklahoma City and Fort Worth).[111] The lack of a market substantially lengthens the ramp-up period of passenger service. Even in countries with a long history of extensive rail service, high-speed and conventional rail service still represent less than 10% of all passenger miles traveled by land.[112]

Table 7: Rail Passengers per Country

Country	Passengers (In Millions)	Passenger Kilometers (In Millions)	Passengers per Kilometer
China	1,641	807,065	.0020
United States	29	10,331	.0028
France	1,122	83,914	.0134
Italy	622	38,612	.0161
Spain	465	25,018	.0186
Netherlands	346	17,018	.0203
Belgium	229	10,848	.0211
United Kingdom	1,601	65,466	.0245
Germany	2,023	79,340	.0255
Denmark	163	5,765	.0283
Japan	9,147	260,014	.0352

Source: Union of International Railways

Most rail in Europe is not high-speed. In Europe as a whole, only 20% of the total network is high-speed.[113] France's network, which has the highest percentage of high-speed tracks, is only 50% high-speed rail.[114]

The U.S. High Speed Rail Association calls for a 17,000-mile network by 2030.[115] Amtrak's total rail network today is only 21,000 miles.[116] The High Speed Rail Association's proposed mix of upgraded and new tracks would give the U.S. the largest percentage of high-speed rail as a percentage of total rail in the world. Many of the agency's proposed high-speed rail routes, such as lines linking Salt Lake City, Boise, and Seattle and another line linking Albuquerque and Dallas do not presently have Amtrak service. As a result, demand estimates for these high-speed rail routes are speculative at best.

Structure and Usage of Rail Networks

Another important factor in determining the success of HSR is the rail line's main use. In Europe, railroads transport passengers. In the United States, railroads transport goods. Running additional passenger trains on U.S. tracks owned by freight companies could hamper the operations of freight trains. Europe's freight travels by truck at a slower speed than in the United States. In Japan, less than 4% of freight travels by rail.[117] In the last 30 years, the U.S. volume of goods transported by rail has grown 300%, and railroads represent about 40% of the total freight ton-miles, which is the most of any transportation mode.[118] In Europe, rail represents less than 10% of freight travel.[119]

Based on purchasing power parity, the United States has the cheapest freight costs in the world. If the U.S. has a base rate of 100, Canada, China and Russia have freight costs between 100 and 200.[120] Other major countries—including all European countries—have levels above 200. While much of U.S. freight is low value (such as coal) and most European freight is higher value, the difference in freight costs is still enormous. Using these tracks for passenger rail would increase track congestion and freight costs.

There is also a significant difference in the structure of the rail industry in most European and Asian countries compared with the United States. In most European countries and China, state-owned rail companies operate high-speed rail over a state-owned rail network—a passenger rail network far more prominent than freight service even before the introduction of high-speed rail. Only in Japan is the system privatized. Other countries such as the United Kingdom and Italy have nationalized networks with trains operated by private companies.

In contrast, the United States rail network is almost entirely privately owned and freight service is far more prominent than is passenger service. Even if HSR is widely introduced and intercity passenger rail-friendly factors emerge, rail travel will likely remain a small share of overall travel in the United States.

In most European and Asian countries, intercity rail travel (including both conventional and high- speed rail) represents less than 10% of all passenger miles traveled on land.[121] Eighty percent of European rail travel is on conventional rail. Rail's share of passengers continues to decrease in Europe. In 1980, rail carried 8.2% of all intercity passengers.[122] In 2000, rail

carried 6.3% of all intercity passengers.

The introduction of high-speed rail has not stopped commuters from shifting to automobile or plane travel. Residents of France use high-speed rail more than residents of any other country in the world. And the average citizen travels 7,600 miles by auto each year and only 400 miles by high-speed train.[123] From 2004 to 2009 the number of passengers on German rail declined by 16 million despite the completion of hundreds of new miles of high-speed rail. European Union citizens average 100 miles of high-speed rail travel per year.[124]

Even where new high-speed rail services are offered, automotive and plane usage has increased more quickly over the past 40 years. In Japan, per capita driving increased by more than 900% between 1965 and 2005, while per capita rail travel increased only 19%.[125] The average Japanese person travels about 1,950 miles per year by train, which is more than people in any other country. But only about 20% of those rail-miles are by high-speed rail. Automobiles carry 60% of passenger travel, and the remainder is divided between bus and domestic air.[126] In the European Union, the number of passenger cars grew 2.4% between 1990 and 2005.[127] There are now two people for every car. And airline travel doubled worldwide between 1978 and 2000, largely as a result of deregulation, which lowered ticket prices and opened up additional routes.[128] Such a scenario is highly unlikely in the case of high-speed rail.

Similar to airline staff, railway workers are heavily unionized. But unlike airlines, which have significantly restructured operating contracts over the last ten years, railways continue to rely on 50 year-old labor laws, like the Railway Labor Act of 1926, the Federal Employers Liability Act of 1908, and the Railroad Retirement Act of 1934, all of which were enacted when railroads did not face competition from automobiles, buses or planes.[129] At that time, railroads provided the sole cargo and mass passenger transportation, and as such they were integral to the development of commerce. European railways do not operate under these outdated laws. It is clear that changing the laws governing railroad labor could significantly reduce costs, as current labor laws significantly restrict rail-worker productivity gains.[130]

Guideway Costs

HSR passengers must support costs that aviation users do not have to pay and that road users share. In aviation, there are no costs to travel in the air. As a result, air travelers must pay for only the costs to build, maintain and operate the aircraft. Road users—such as cars, buses and trucks—must support road construction and maintenance. However, since they use the same roads, they share these costs.

Passenger rail users must support guideway costs, which consist of both the capital and operating costs of the vehicle (the train) and the capital and maintenance costs of the track. And since true high-speed rail trains cannot safely share track with freight trains, passenger HSR users must pay the entire costs to build and maintain the track as well. And these costs do not account for required safety costs, such as positive train control, that are not necessarily required for other travel modes.

Part 6

History of HSR in Texas and Current Status of Texas Central's Project

Previous HSR Attempts in Texas

Texas Central Railway is not the first attempt at private high-speed rail in Texas. All high-speed rail in the U.S. dates back to the High Speed Ground Transportation Act of 1965 designed to stimulate high-speed rail in the U.S.[131] It was signed into law by President Johnson as a Great Society Program. In 1989, the Texas High Speed Rail Authority was created to determine if a privately-operated high speed rail line was in the public interest.[132] If it was, the authority was tasked with awarding a franchise. A 50-year franchise was awarded to the Texas TGV consortium (Morrison Knudsen, Bombardier, Alstom, Credit Lyonnais, Banque IndoSuez, Merrill Lynch). The HSR system was designed to connect the Texas Triangle (Houston-Dallas, San Antonio) at prices designed to compete with or undercut other transportation options. Southwest Airlines, which at the time operated profitable air service connecting the three metro areas, created legal barriers to the project moving forward.[133] Some hotel chains and fast food establishments also lobbied against the project, and some questioned whether the project was too reliant on private activity bonds. By 1994, it became clear that the HSR system could not be built without public funds.[134]

There have been several other attempts to bring high-speed rail to Texas. High-speed rail was included as a part of the Trans Texas Corridor, a corridor of highways, rail and utility lines proposed by Governor Rick Perry in 2002. However, opposition from farmers, private property owners, and residents along the affected corridor resulted in TxDOT killing the project in 2009.[135]

In 2002, the Texas High Speed Rail and Transportation Commission (THSTC) was established to bring high speed rail to Texas. American Airlines and Continental Airlines (now part of United Airlines) joined the commission in hopes of developing high-speed rail as a collector system for airlines. The commission developed the Texas T-Bone and Brazos Express corridors.[136] Ultimately, the commission determined that the corridor was not feasible for HSR and the project never materialized.

In 2010, TxDOT received a federal grant to study a high-speed rail corridor linking Oklahoma City and Dallas. The state received additional grants to study service between Dallas and Houston and Houston and Austin. Preliminary study work commenced on both corridors, but it appears the project has since stalled.

Current Status of Texas Central's Project

In 2011, Lone Star Rail (which later changed its name to Texas Central) announced its project to build a high-speed rail line. The company was founded in 2009 by Japan-U.S. Rail to market the use of the N-700-I bullet train. Central Japan Railway is one of the primary investors of the project.[137]

Texas Central's project is currently in the planning and marketing stage. Texas Central has identified two potential station locations in downtown Dallas and one near I-610 in northwest Houston. The exact corridor has not been chosen. The system will use N-700 rolling stock trains. The N-700s are the same type of train that the Japanese system uses.

The stated purpose for building the Dallas to Houston HSR is to provide an additional high-speed travel option between Dallas and Houston. There are other purported secondary benefits, many more fantasy than reality. For example, Texas Central claims the project will create thousands of jobs and infuse billions of dollars of tax revenue into the state and local economy.[138] Other claimed secondary benefits include reducing traffic congestion along I-45 and greenhouse gases (particularly carbon dioxide), and providing a safer way to travel, thereby reducing transportation fatalities.

Part 7

Creating a Realistic HSR Ridership Projection

One of the biggest challenges of any new transportation project is developing a realistic usage or ridership projection. Because presently there is no true high-speed rail in the U.S., we lack any direct sources to forecast ridership. Therefore, we refer to several other sources to analyze ridership. These sources include a Statewide Ridership Analysis Report authored by the Texas Department of Transportation and a Texas Central High Speed Rail Feasibility Study commissioned by the Japan Bank for International Cooperation and prepared by the Louis Berger Group. We also examine Acela ridership in the Northeast Corridor, Amtrak ridership in Texas corridors, and high-speed ridership in Western Europe and Japan in order to reach our conclusions regarding a realistic ridership projection.

Before beginning our analysis, we must note that high-speed rail ridership has been routinely inflated throughout the world. For this reason, transportation infrastructure cost estimates -- especially those by project sponsors -- should be rigorously scrutinized. Bent Flyvbjerg's landmark study in the Journal of the American Planning Association examined 258 transportation infrastructure projects around the world and found that in almost 90% of cases costs were underestimated. The study found further that actual costs on average were 28% higher than estimated. Rail projects in particular were the most severely underestimated, costing on average 45% more than estimated.[139] A later study, which included 27 rail projects (one of which was a high-speed rail project), found that 90% of the ridership forecasts were overestimated, and 67% were overestimated by more than two-thirds. On average, passenger rail ridership was overestimated by 65%. At the same time, U.S. passenger rail planners typically overestimate ridership by an average of about 100%.[140]

Eurostar, the London to Paris and Brussels high-speed train, is emblematic of these inflated projections. In 1996, Eurostar was projected to reach nearly 25 million riders by 2006.[141] In 2011, ridership remained under 10 million,[142] more than 60% below the forecast.

Texas Central is exhibiting the same "optimism bias" with its high-speed rail ridership projections. TxDOT's 2013 Report estimated ridership between 0.7-2.7 million annual passengers by 2035.[143] We believe TxDOT's median ridership of 1.7 is realistic, although likely slightly high.

In stark contrast, Texas Central first projected annual ridership of 4 million passengers by 2035.[144] On its website, Texas Central has since increased its annual ridership projection to 5 million passengers by 2026.[145] As detailed below, we believe both of these estimates are incredibly unrealistic.

Factors to Consider in Developing a Realistic Ridership Forecast

Ticket cost: A key consideration in forecasting ridership is ticket price. Texas Central has stated that it expects ticket prices to be competitive with those of airlines. Specifically, Texas Central has estimated ticket costs to be about 80% of the commercial cost of an airline ticket between the Dallas and Houston.[146] For purposes of our analysis, we will use Texas Central's model and set the price at 80% of the average cost of an airline ticket between Dallas and Houston.

Riders switching modes

Conventional Rail: Internationally, high-speed rail riders come from primarily two sources. The first source is conventional rail travelers. Since the number one goal of building high-speed rail lines throughout the world has been to relieve crowding on conventional rail lines or to preserve rail's market share,[147] it makes sense that conventional rail travelers are the largest group who can be expected to switch to high-speed rail.

In the Dallas-Houston corridor, there is no current passenger rail service in part because there has not been a market for it. Yet, Texas Central assumes that a market for high-speed rail service exists. Texas Central anticipates that by 2026 approximately 20% of all Dallas-Houston travelers will choose its high-speed rail line.[148]

In reality, high-speed rail ridership makes up a fraction of total rail traffic in every country in the world.[149] Considering there is no existing rail service between Dallas and Houston, and conventional rail service is the biggest source of passengers, Texas Central's 20% projection is unrealistic.

In TxDOT's 2013 Report, the Dallas Fort Worth to San Antonio route (which has passenger rail service) scored significantly higher than the Dallas Fort Worth to Houston route (which does not have passenger rail service). Yet, Texas Central chose to proceed with the Dallas to Houston route.[150] This further supports our conclusion that Texas Central's 20% projection is grossly inflated.

Aviation

The second primary source of ridership is airline travelers. High-speed rail is competitive with airlines because travel times, fares, and service type are similar. Typically, local transportation such as bus service, heavy/light/commuter rail, taxi/Uber, rental or personal cars is necessary at one or both ends of the trip. Neither high-speed rail nor commercial plane provides direct door-to-door service. As noted in the TxDOT Report, the Dallas-Houston corridor has airline service at a level of competitiveness far above all other Texas corridors. In fact, TxDOT determined that the highly competitive nature of air service between Dallas and Houston, with 2 major airports in each region and approximately 50 flights per day each way with average fares comparable to the federal mileage rate ($0.54 in 2016), would require modified assumptions for high-speed rail service to be competitive with air service. One of

those assumptions was the removal of the Brazos Valley station. Yet, Texas Central has made clear on multiple occasions that there will be a Brazos Valley stop.

The following table shows the total number of passengers commuting between the two cities for each of the most recent eight quarters with data available.[151] The source for airline passenger data is the U.S. Department of Transportation Consumer Airfare Report, which is considered the gold standard for passenger statistics.

Table 8: Airline Passengers Between Dallas and Houston July 2014-June 2016

Quarter	Passengers Per Day
Q3 2014	2,877
Q4 2014	2,993
Q1 2015	2,919
Q2 2015	2,815
Q3 2015	2,685
Q4 2015	2,801
Q1 2016	2,790
Q2 2016	2,789

These passenger numbers include passengers traveling in the outbound and return legs of their trip. Since aviation travel varies by time of year, we used eight quarters (two consecutive years of travel) to ensure we have an accurate number. We averaged the eight quarters together to come up with one daily number. After that, since these are daily trips and we want an annual number, we must take the total and multiply it by 365.25. Finally, to take into account general aviation and non-scheduled business jet travel passengers between the two cities switching to high speed rail, we have added a generous twenty percent error term by multiplying the final number by 1.20. The calculations are below.

(2,877 + 2,993 + 2,919 + 2,815 + 2,685 + 2,801 + 2,790 + 2,789)/8 = **2,834 average daily airline passengers**
2,834 X 365.25 = **1,035,119 average annual airline passengers (excluding error factor)**
1,035,119 X 1.20 (error factor) = **1,242,142 average annual airline passengers**

In total, we estimate 1,242,142 passengers fly between Dallas and Houston each year.

Both Dallas and Houston have two airports with one of those airports within 7 miles of the central business district. Regions with airports close to downtown have less successful high-speed rail service. The main domestic airport in Tokyo, Haneda is 9 miles from downtown and the limited Osaka airport is 7 miles from downtown. In Paris, Charles De Gaulle, which handles mainly international traffic, and Orly, which handles mostly domestic traffic, are 18 and 10 miles from downtown respectively. Paris' budget airport, Beauvais-Tille, is 55 miles from downtown. Lyon's airport is 15 miles from downtown. In Rome, Ciampino airport offers limited service 8 miles from downtown while Bologna's airport is 3 miles from downtown. Note that the Rome-Bologna rail route has the smallest diversion and loses money due in part to the close proximity of the airports to the city centers.

Some HSR lines have seen more success than others in diverting traffic from aviation. The Paris-Lyon line captures 90% of the air-rail travel (267 miles) and the Tokyo-Osaka line captures 85% of the air-rail market. Note that these are the only two profitable high-speed rail lines in the world. The Rome-Bologna line captures 74% of the air-rail market, but still loses money.

The Dallas-Houston corridor differs significantly from the Japanese, French and Italian corridors. U.S. diversion air-to-rail rates are expected to be significantly lower. The Federal Railroad Administration has estimated the rate at 20-50% on average, while the Inspector General forecast an 11-20% diversion rate for true high-speed rail in the Northeast corridor.[152] More importantly, the competitive nature of air service in the Dallas-Houston corridor exceeds the competitive nature of all profitable high-speed rail corridors in the world. There are two major and one discount air service carrier operating on the Dallas-Houston route as opposed to one carrier on the Japanese, French and Italian routes, resulting in significantly lower airline ticket prices. As a result, we expect that the Dallas-Houston rate would be significantly lower than the U.S. average.

Passenger Vehicle Growth Rate

Passenger vehicles are a third source of ridership. High-speed rail is much less attractive to car drivers and passengers. Travelers choose cars because they offer a personalized trip. With a car, a traveler can leave whenever they want, stop whenever they want, and change routes, with no fixed schedule.

Due to the U.S. highway network and lower urban population densities, the Federal Railroad Administration determined that in most cases rail improvements would divert only 3–6% of intercity automobile trips.[153] The Department of Transportation's Inspector General (IG) reached a similar conclusion in analyzing the Northeast Corridor. The IG examined two options: the first involved cutting 30 minutes from journey times between Boston and New York, and New York and Washington DC, to 3 hours and 3.5 hours respectively; the second option cut journey times on both routes by 60 minutes. In both scenarios the IG found that the improvements reduced automobile ridership less than 1%.[154] The IG noted, "automobile

travel differs from air or rail travel in that it generally involves door-to-door service, offers greater flexibility in time of departure, and does not require travelers to share space with strangers. Consequently, rail travel must be extremely competitive in other dimensions, such as speed or cost, to attract automobile travelers."[155] Several previous high-speed rail studies have overestimated the number of automobile users who choose rail over highway or air by a factor of 10.[156]

Costs, both actual and perceived, are a major reason why automobile drivers do not switch to HSR. The perceived cost of driving is lower since cars provide direct transportation between point A and point B. In other words, there is no need to pay for transportation from the rail station to the origin or destination of the trip. These cost savings are increased when there is more than one passenger traveling by car, resulting in shared trip costs such as gasoline. Internationally, the most successful high-speed rail lines divert only 5-16% of trips from car to rail.[157] Two of the top lines are the Paris-Lyon-Marseille line at 11% and the Madrid-Seville line at 16%.[158]

Vehicle traffic along I-45 and to a lesser extent on SR 75 and Business 45 will be the primary source of passengers switching to high-speed rail. For our analysis, we used the 2015 average annual daily traffic (AADT) counts for each of these facilities below. Note that while I-45 carries a very heavy volume of traffic in metro Dallas and metro Houston, the expressway handles fewer than 40,000 vehicles per day from the Waverly/Montgomery County line to the Navarro/Ellis County line. This segment is 144 miles or approximately 62% of the corridor's length.[159] SR 75/Business 45 has an AADT of 10,000 or more only once, in downtown Corsicana where most of the traffic is local.

Although both the I-45 and SR 75/Business 45 traffic volumes are significant, most states don't consider widening an expressway from four lanes to six lanes until AADT reaches 40,000. Most states start widening rural roads from 2 to 4 lanes when AADT reaches 15,000-18,000. The rural stretches of the Dallas to Houston corridor show exactly how few travelers are driving between Dallas and Houston. In contrast, the I-35 corridor between Dallas and San Antonio drops below 40,000 AADT only for a short segment north of the I-35E/I35W split. I-95, the main Interstate highway along the higher-speed rail Acela Line in the northeast only drops below 60,000 AADT just once, for a small section in eastern Connecticut.[160]

Table 9: Texas Traffic Counts

Station Location	Traffic Volume (AADT)
Minimum traffic point	27,673
I-45, North Houston	246,622
I-45, South of Hardy Toll Rd	221,477
I-45, North of SR 242	157,335
I-45, SR 336 Loop South	98,686
I-45, SR 336 Loop North	84,678

I-45, Willis	59,062
I-45 Montgomery/Walker County Line	42,361
I-45, Huntsville	54,224
I-45, N. of FR 1696	31,729
I-45, S of Centerville	30,855
I-45, S of SR 179	29,436
I-45 at Freestone/Navarro County Line	27,673
I-45, Corsicana	35,354
I-45, Alma	48,283
I-45, Ferris	46,617
I-45, Dowdy Ferry Rd	65,962
I-45, North of SR 12	77,215
I-45, South of I-30	144,581
SR 75, Conroe	9,899
SR 75, New Waverly	4,368
SR 75, Huntsville	9,503
SR 75, Madisonville	5,192
SR 75, North of Centreville	8,392
SR 75, Freestone/Navarro County Line	737
Bus. 45, Corsica	18,287
Bus. 45, Enis	8,429
Bus. 45, Palmer	1,757
Bus. 45, Ferris	4,588

Source: Texas Department of Transportation, GIS Division, Average Annual Daily Traffic Volume Layer

Currently, the minimum traffic point on I-45 between Dallas and Houston is 28,401 vehicles, in Streetman, TX. This means that at most 28,401 vehicles travel directly from Dallas to Houston (or Houston to Dallas) daily. But there are other factors to consider before projecting the number of vehicle passengers Texas Central can realistically expect to capture.

Traffic growth must be taken into account. Texas Central's consultant used a 2.9% growth rate in its analysis.[161] However, traffic grew from 27,000 vehicles at the corridor low point in 2010 to 28,401 vehicles at the corridor low point in 2015, an actual annual rate of 1.0%.[162]

In addition, many vehicles traveling along the corridor are trucks, which are not viable candidates for high-speed rail. According to FHWA's Freight Analysis Framework, truck traffic comprised 19% of all traffic in 2007.[163] Moreover, truck traffic is forecast to grow at twice the rate of car traffic. For our analysis, we are going to assume that 20% of all traffic is trucks. Removing 20% of the minimum vehicles traveling between Dallas and Houston

(28,401) to account for trucks results in 22,721 vehicles.

Next, local or through traffic can also not be considered a potential source of ridership because those vehicles are not actually traveling directly to Dallas from Houston or to Houston from Dallas. Approximately 35% of traffic is estimated to be either local traffic or through traffic with an origin or destination outside of Dallas or Houston.[164] Removing 35% of the vehicles to account for local or through traffic drops the number to 14,769 vehicles.

Finally, we must account for the fact that some vehicles have more than one passenger. Assuming an average vehicle occupancy rate of 1.8 passengers per vehicle, our analysis results in 26,583 daily trips in 2015, the most recent year with full data available. Below is a summary of our analysis:

28,401 (minimum point passenger vehicles) X

.8 (to account for 20% trucks) X

.65 (to account for 35% local or through traffic) X

1.8 (average vehicle occupancy rate) =

26,583 daily passenger trips between Dallas and Houston

Finally, we multiply the 26,583 passengers by 365.25 to calculate 9,709,441 passengers per year traveling between Dallas and Houston.

Intercity Bus Service

A fourth source of riders is intercity bus service. However, since most customers choose buses for their low cost while most high-speed rail riders choose rail for the fast service, we expect the bus-to-rail diversion rate to be very low. Based on the effects of intercity bus service in the Northeast Corridor and Western Europe, we expect a diversion rate of 2%.[165] Table 10 shows based on current bus traffic, 798 passengers commute daily between Dallas and Houston. We multiply the 798 by 365.25 to calculate total annual passengers of 291,470.

Table 10: Bus Travel

Company	Number of Routes (per direction)	Passengers (per bus)	Total Passengers
Greyhound	8	51	408
Megabus	4	81	324
Vonlane	3	22	66
Total	**798**		

Induced Demand

A fifth ridership source is induced demand. Typically, HSR does not induce new passengers to choose rail, but rather causes existing users to increase service frequency due to the speed and reliability of the service. However, since there is no existing rail between Dallas and Houston, projecting the amount of induced-demand passengers induced is speculative at best. Most induced demand modeling tools base their forecasts on conventional rail service, as that is the biggest driver of high speed rail growth.

Further complicating the induced ridership question is the number of travel options between Dallas and Houston. These include personal vehicles, private bus lines that offer multiple direct trips per day,[166] and approximately 50 nonstop airline flights between the cities every weekday. Since bus service starts at $60 and flights start at $150 for round-trip service, there will likely be a very insignificant amount of new travel to induce. Additionally, many businesses have cut discretionary travel and replaced it with technology such as Facetime and Skype. This trend has continued in a recovering economy, as acknowledged by Texas Central's consultant in its Feasibility Study: "Recent innovations in communication technology combined with escalating costs of travel have minimized the need for business travel – which tends to be the dominant contributor of short distance air travel volumes."[167]

Induced ridership varies across the world. In corridors in which high speed rail was notably cheaper than planes (typically 40-80% less), new ridership could make up to 20% of the total. But given the multitude of travel options in the Dallas to Houston corridor, we expect far less new ridership. We believe 5% of the new riders will be induced from other modes. This figure is calculated by first determining ridership switching from other modes and then adding 5% onto that total. However, given the uncertainty with induced travel we are going to err on the cautious side and use 10%.

Growth Rate of Population and Transportation Usage

The sixth source to consider is growth. In terms of population, both Dallas and Houston are two of the fastest growing metro areas in the country. Houston is growing at an average annual rate of 2.3% while Dallas is growing at an average annual rate of 1.9%.[168] Several metro areas are growing at a faster rate but no regions have added more residents coming out of the recession than these two regions. However, since a relatively small percentage of travelers will choose high-speed rail, this large population gain will not translate into that many new riders. Table 11 details our population growth estimates.

Table 11: Houston and Dallas Metro Area Population and Growth Rate

Metro Area	2013 Population	2014 Population	Population Growth Rate
Houston	6,063540	6,204,141	2.3%
Dallas	6,575,833	6,703,020	1.9%

As we mentioned in the previous paragraph, population growth does not equate to growth in ridership. Each travel mode (car, plane, etc.) will have a slightly different growth rate. To project growth rates we examined growth between 2010 and 2015 as well as long-term projections and developed a percent for each mode. One of the biggest factors is the growing rate of technology because many businesses are relying more on virtual meetings and technology services instead of travel.[169]

Airline growth in the corridor grew by close to 4% annually, largely due to the improving economy, lifting of the Wright Amendment at Love Field and growing Southwest service at Houston Hobby airport.[170] This growth is unsustainable and American Airlines has cut some service from DFW. On average the industry has grown at approximately 2% annually. We believe, even 2% is too high for the future and reduced the growth rate to 1.6%.

Automobile travel has been growing at approximately 1.0% annually.[171] However, automobile growth varies considerably in this corridor. From 2010-2014, the growth rate was only 0.2%. As a result we will use an average of 0.5%.

Bus travel has been growing at 6%.[172] But intercity bus service is transitioning from an emerging mode to an established mode and we expect the growth rate to fall significantly. Therefore we use an average rate of 3.0%.

Speed of Trains

Texas Central is claiming that its train will operate at an average speed in excess of 200 miles per hour.[173] Yet, Texas Central is using Central Japan Railway's Company's N-700I "Bullet Train" technology that currently operates between Tokyo and Osaka at a top speed of 180 mph. While the train's theoretical top operating speed is 200 mph, it has never operated at this speed. In fact, no train in the world currently operates at more than 199 miles per hour. The system that does operate at 199 miles per hour, France's TGV, is a completely different technology than Japan's Shinkansen.

For reasons including capital cost replacement, electricity usage and track design, most trains operate at significantly slower speeds than their theoretical top operating speeds. Table 12 details the fastest lines in operation in the world. Note that the Shinkansen line, which Texas Central's system is based on, is not one of the four fastest lines in the world.

Table 12: Planned and Actual Peak Operating Speeds				
Line	**Planned** (Top Speed Miles per Hour)	**Actual** (Top Speed Miles per Hour)	**Planned** (Top Speed Kilometers per Hour)	**Actual** (Top Speed Kilometers per Hour)
China (Shanghai-Beijing)	236	186	380	300
Korea	217	189	350	305
Spain (Madrid-Barcelona)	217	193	350	310
France (Paris-Strasburg)	217	199	350	320
Average	**222**	**192**	**358**	**309**

Reason Foundation, California High Speed Rail Due Diligence Report 2008

With respect to Texas Central's project, more troubling is the number of minutes the high-speed rail line will be able to operate at actual speeds. Texas Central will have 3 stops in Dallas, Houston and Brazos Valley. The trains will need ample acceleration and breaking distance near the stations. Since Texas Central plans on using the Shinkansen technology, we are going to estimate average speed at 137 mph, based on speeds achieved using current Shinkansen technology on the Tokyo-Osaka line.

Realistic Forecast of Texas Central's Ridership

In projecting its ridership, Texas Central relied on several earlier Texas HSR studies that greatly overstated potential rail ridership.[174] The 1993 Texas TGV study assumed a 35% total capture rate including a 15% auto capture rate. The 2010 Lone Star Study assumed a 15% total capture rate including a 5% auto capture rate. The TxDOT Report assumed a 53% total capture rate of all travel in the Dallas to Houston corridor. For reasons previously explained, these capture rates are not grounded in reality.

Considering worldwide mode shifts and the unique characteristics of airports in both Dallas and Houston, we are going to assume an air-to-rail diversion rate of 42%. Given the competitive nature of air service in the Dallas-Houston corridor, this percentage is extremely generous.

For cars, the FRA estimates a national average diversion rate of 5%. We are going to assume 5% of travelers will switch to high-speed rail in the Dallas to Houston corridor, although 3% may be more realistic given the extremely high rates of car ownership and competitive airline market.[175]

For buses, most riders value cost over speed of travel. Therefore, we expect very few bus riders to switch modes. Based on French and German travel patterns, we have chosen a diversion rate of 4%.[176]

Table 13 provides a breakdown of total potential ridership.

Table 13: Estimated Ridership from Different Sources

Travel Mode	2015 Usage (One-way Trips)	Growth Rate	2035 Total Passengers	Diversion Rate %	2035 Ridership (one-way Trips)
Conventional Rail	0	N/A	0	N/A	0
Aviation	1,242,142	1.6%	1,706,261	42%	716,630
Personal Automobile	9,709,441	0.5%	10,727,918	5%	536,396
Bus	291,470	3.0%	526,427	4%	21,057
Induced	N/A	N/A	N/A	10%	127,408
Total Ridership	**11,243,053**		**12,960,607**		**1,401,491**

As shown above, we estimate Texas Central's 2035 annual ridership at 1.4 million passengers. This realistic projection is based on verifiable data from U.S. and Texas public and private transportation sources, historic data taken from worldwide high-speed rail operations, and the unique land use and transportation characteristics of the Dallas to Houston corridor. In addition, our estimate of 1.4 million annual passengers is supported by TxDOT's ridership analysis, as it falls within TxDOT's 2035 projected ridership range of 0.7 to 2.7 million.[177]

In contrast, Texas Central's 4 to 5 million annual ridership projection is symptomatic of "demand exaggeration," which has resulted in its overstated, unsubstantiated estimate. To the best of our knowledge and despite requests, Texas Central has not provided any objective or verifiable data to support its projections. We believe this issue is critically important because exaggerated ridership projections inevitably lead to revenue shortfalls, financial difficulties, and, ultimately, taxpayer subsidies.

Part 8

Creating a Realistic Cost Estimate for Texas Central's HSR

Historical Costs of High-Speed Rail Lines

This chapter focuses on determining a realistic cost to construct, operate and maintain Texas Central's high-speed rail line. Since many countries around the world have built true high-speed rail lines, fiscal analysis of those lines currently in operation can provide guidance and insight on estimating the costs related to Texas Central's HSR.

There are many different costs in building a high-speed rail line. These include the costs to plan, construct, operate and maintain high-speed rail. Capital costs include the construction of the track along with the sidings, terminal stations, train control system, and train vehicles. The operating costs include expenditures to run the trains daily, such as labor and the power source. Maintenance costs are expenditures required to keep the train operating correctly. Planning costs are the buffer costs that are included to counter against inflation, minor changes in scope and unexpected occurrences (e.g. discovery of historical artifacts). All high-speed rail incurs each of these four costs. Any analysis that does not include these costs is incomplete.

Capital costs

Tables 14 examines Capital Costs of high-speed rail lines in Europe and Japan.

Table 14: Capital Costs of High-Speed Rail (Europe and Japan) with Highest Ridership

HSR Line	Construction Cost (billions)	Miles	Cost per Mile (millions)
Tokyo-Osaka	$1.18	354	$3.3
Pairs-Lyon (Southeast)	$2.64	623	$4.2
Paris-Tours (Atlantic)	$2.20	451	$4.9
Paris-Baudrecourt (East)	$5.59	671	$8.3
Hakata-Osaka	$3.78	388	$9.7
Valence-Marseille (Mediterranean)	$5.18	497	$10.4
Haikou-Sanya	$4.19	191	$21.9

Madrid-Barcelona	$13.60	386	$35.2
Wuhan-Guangzhou	$24.20	601	$40.3
Omiya-Nagata	$8.56	209	$41.0
Tokyo-Aomori	$14.11	335	$42.1
Mannheim-Stuttgart	$2.93	62	$47.3
Hannover-Wurzberg	$9.66	203	$47.6
Cordoba-Malaga	$4.88	96	$50.8
Beijing-Shanghai	$45.83	890	$51.5
Shanghai-Hangzhou	$6.08	93	$65.4
Madrid-Valladolid	$8.08	112	$72.1
Roma-Napoli	$10.86	129	$84.2
Milano-Bologna	$13.74	115	$119.5
Torino-Milano	$14.95	78	$191.7
Bologna-Firenze	$11.29	49	$230.4

Sources: High-Speed Rail in Japan: A Review and Evaluation of the ShinkansenTrain, Economic Analysis of High Speed Rail in Europe, Cost Benefit of the High Speed Train in Spain,
HIGH SPEED PASSENGER RAIL: Future Development Will Depend on Addressing Financial and Other Challenges and Establishing a Clear Federal Role, and China High Speed Rail Facts.

Capital costs vary significantly among different lines. Lines constructed before 1990 (Tokyo- Osaka and Paris-Lyon) were built when both land prices and construction costs were far cheaper than today. Generally, France's construction costs are lower than Spain's or Italy's. This is a result of the hub and spoke network and the earlier construction dates.

It is not a coincidence that the two most fiscally successful lines (Tokyo- Osaka and Paris-Lyon) have the two lowest construction costs per mile. All but three high-speed rail lines require significant subsidies. And even when revenue covers capital costs or operating and maintenance costs, it rarely covers both.

Operating costs

Table 15 displays operating costs of different European high-speed trains with available data. In some cases, multiple trains operate between the same city pair.

Table 15: Operating Costs of Different High Speed Rail Lines with Highest Ridership

Country	Type of Train	Per train (millions)	Per Seat	Per seat-mile	Per train (millions)	Per Seat	Per Seat-mile
France	TGV Duplex	$33.0	$65,055	$.1995	$2.55	$4,993	$.016
France	TGV Reseau	$26.9	$73,219	$.2380	$2.55	$6,755	$.022
Germany	ICE-3	$28.4	$68,801	$.2637	$2.54	$6,136	$.023

Germany	ICE-2	$41.2	$112,700	$.4534	$2.23	$6,059	$.024
Germany	ICE 3 Polyc.	$32.3	$80,546	$.3086	$2.71	$6,726	$.025
Germany	ICE-1	$62.7	$98,694	$.3185	$4.95	$7,889	$.026
France	Thalys	$39.4	$104,931	$.3795	$3.03	$8,048	$.028
Germany	ICE-T	$24.6	$69,256	$.3096	$2.88	$8,055	$.037
Italy	ETR 500	$54.1	$92,192	$.4121	$6.38	$10,821	$.049
Spain	AVE	$37.5	$114,908	$.3934	$4.63	$14,073	$.049
Italy	ETR 480	$33.4	$70,119	$.3918	$5.11	$10,635	$.060

Source: International Union of Railways

The operating costs of high-speed rail are fairly consistent. Each country has lines that function efficiently and others that do not perform as well. This is largely due to the political pressures to build additional lines that are not fiscally prudent. Due to its heavy focus on Paris, France's operating costs are slightly lower than Germany's and Italy's.

Maintenance costs

Table 16 displays the total and per-component maintenance costs of different European countries with available data.

Table 16: Maintenance Costs of High Speed Rail

	Belgium	France	Italy	Spain
Miles of track	88	1,639	306	590
Track Maintenance	$35,301	$48,815	$15,151	$34,510
Electrification	$6,571	$10,738	$6,261	$7,616
Signaling	$8,284	$12,932	$11,533	$22,071
Telecommunications	$3,053	$0	$0	$14,377
Other Costs	$27,599	$0	$0	$6,758
Total Costs	$80,808	$72,485	$32,946	$85,333

Source: International Union of Railways

Some aspects of maintenance costs vary while others remain consistent across different countries. While electrification is relatively consistent, Italy spends much less on track maintenance than other countries. This may be a result of private sector competition. Spain has considerably higher signaling costs than the other countries.

Communication costs may impact total maintenance costs. For instance, communications that are the government train operator's responsibility in country A may be a different party's responsibility in country B. Both France and Italy have telecommunications and miscellaneous expenses but do not report these costs in their high-speed rail cost totals. This artificially lowers these countries' costs.

Planning Costs

Planning costs are the buffer costs that account for unexpected contingencies during the construction and operation of a high-speed rail line. Table 17 details how these planning costs are calculated using general parameters applied to a 311-mile (500 kilometer) theoretical rail line for both construction and maintenance.

Table 17: Planning Costs for High-Speed Rail

	Construction	Maintenance
Period (in years)	t = 1 to t = 5	t = 6 to t = 40
Line Length (Miles)	311	311
Unit Value (Dollars per Mile)		
Best Scenario	$23,080,703	$20,608
Medium Scenario	$46,161,408	$56,825
Worst Scenario	$100,016,383	$114,291
Planning Cost (%)	10%	--
Total Value (Dollars per Year)		
Best Scenario	$2,538,877,352	$10,236,865
Medium Scenario	$5,077,754,837	$28,228,041
Worst Scenario	$11,001,802,080	$56,774,624

Source: International Union of Railways

Table 17 assumes a construction period of five years (t = 1 to t = 5) and a maintenance timetable of 35 years (t = 6 to t = 40). One of the major challenges of planning for high-speed rail systems is the variability in costs between the best and worst scenarios. There are several variables that affect these options including right-of-way costs, funding and environmental delays, and buried archeological relics.

While in most circumstances it is reasonable to recommend a planning cost of 10% for these different variables, this does not account for large-scale fluctuations in price. High-speed rail is often deliberately underpriced for political reasons. For example, California may have deliberately underpriced HSR so that voters would approve Proposition 1A in 2008. The cost of the California line tripled from its original estimate of $34 billion to $43 billion in 2008 to $98 billion in 2011 for the full 200 mph system.[178] As another example, many analysts believed that the $234 million proposed non-federal costs for the now-cancelled Florida rail line were underpriced for political reasons.[179]

Average total costs of a 311-mile European HSR

Table 18 provides a unified average of HSR costs for approximately 60 European and Japanese high-speed rail lines. It breaks down capital and operating costs to provide a general guideline in estimating total cost.

Table 18: European/Japanese Average High Speed Rail Costs

	Cost per unit	Units	Total Cost
Capital costs			
Infrastructure construction* (Miles)	$30.8M-$102.9M	311	$9.6B-$32B
Rolling stock (Trains)	$23.9M	40	$957M
Operating costs (p.a.)			
Infrastructure maintenance (Miles)	$167,000	500	$83.5M
Rolling stock maintenance (Trains)	$1.4M	40	$57.4M
Energy (Trains)	$1.4M	40	$57M
Labor (Employees)	$57,000	550	$31.3M
Total Cost			**$10.8B-$33.2B**

Source: International Union of Railways

Estimating the Costs of Constructing, Operating and Maintaining Texas Central's HSR:

Capital costs and land acquisition costs

Table 18 shows an average construction cost of between $9.6 and $32 billion for a 311-mile train. However, with respect to Texas Central's line, the low-end costs are unrealistic. The lowest construction costs (generally below $12 million per mile) were for the initial French and Japanese lines. These unusually low costs were a result of the extremely low costs for land. With the exception of China, in which the government can more easily condemn land, no lines have been built with an adjusted annual cost of below $20 million per mile. However, we are going to give Texas Central the benefit of the doubt and use the midpoint of $20.8 billion for a 311-mile line. This equates to $16.1 billion for Texas Central's 240-mile line, or $67.1 million per mile.

We also need to add the costs of the trains. We understand that Texas Central has stated that it plans on purchasing fifteen 8-car train sets at a cost of $40 million per set, totaling $600 million.

The high-speed rail stations will also need to be constructed. Typically, high-speed rail stations are major connecting points for regional transit services as well as shopping and dining destinations. New York City's Grand Central Station or Washington DC's Union Station are two good examples. Building stations is not cheap. For purposes of our analysis we are going to assume a cost of $600 million for the Houston and Dallas stations and $240 million for the Brazos Valley station, totaling $840 million. This brings the total cost of constructing the line to approximately $17.5 billion.

While it is not strictly a capital cost, Texas Central also needs the right-of-way to build the line. Some land may be acquired by agreement while the acquisition of other land will require the use of eminent domain. As a result of the Kelo vs New London Supreme Court decision, Texas has one of the most restrictive land acquisition processes in the country. Texas Central has stated that it has budgeted $300 million for land acquisition, assuming 7,000 acres will be needed. For a number of reasons, we believe this land acquisition estimate to be grossly understated. However, for our analysis we will use Texas Central's $300 million estimate.

Operating and maintenance costs

As shown in table 18, the average operating and maintenance costs for European high-speed rail lines of identical length (240 miles) is $229 million per year over the 40 year-project cycle. TxDOT projected operating and maintenance costs for Texas Central's rail line at $209 million. For purposes of our analysis, we will use $219 million per year, which is an average of the two figures. Thus the operations and maintenance costs are $8.76 B per year. This brings the total capital, operating and maintenance costs to $26.6 billion over a 40-year project cycle.

$16.1 B (construction) +

$8.76B (40 years' operating and maintenance) +

$600M (trains) +

$840M (train stations) +

$300M (land) =

$26.6B total costs

Texas Central's purported cost estimates

Texas Central has estimated construction costs of between $10-$12 billion. We believe these estimates are significantly understated. In addition, we are not aware of any objective, verifiable data disclosed by Texas Central to support these estimates.

Our capital cost estimate is $17.8 billion, but only because we deliberately chose the minimum costs for line construction, train acquisition, land acquisition, and station development. We believe the final capital costs will likely exceed $20 billion. In comparison to Texas Central's estimate, it is important to note that TxDOT, an agency with substantial experience in projecting costs of major transportation infrastructure projects, estimated up front capital costs of $18.3 billion for Texas Central's HSR.[180]

Part 9

Revenue Sources

Texas Central's $17.8 billion project, which very well could exceed $20 billion, is an enormous undertaking that will require significant revenue from many sources to cover capital, operating and maintenance costs. This chapter details potential sources and possible revenue totals.

Ticket Sales

Farebox revenue from ticket sales is expected to be the primary source of revenue. However, given our low projected ridership and high cost to build the line, ticket revenue cannot cover the capital, operating and maintenance costs.

Value Capture

The construction of a high-speed rail station will increase development in the area. This development clustered around a station is called transit oriented development (TOD). In estimating TOD, the strength of the real estate market near the development is more important than the quality of the transit project.

While Texas Central has not detailed their plans, the value capture mechanisms that will likely be used are developer exactions, value capture and land asset management. Each of the three mechanisms is some form of cash payments/extra taxes from the property holder to the developer through a government intermediary. With the infrastructure improvement, the property becomes more valuable and the landowner shares the costs of that improvement. Value capture is an innovative tool that Texas Central may utilize. However, unlike a rail line or bus line where there is potential value at every stop, Texas Central's high-speed rail line includes only 3 stops, with most of the value at the Dallas station location.

Based on past value capture results, we place a maximum of $1 billion on the potential value that could be captured from the three stations. While an impressive amount from a value capture perspective, value capture revenue pales in comparison to ticket sale revenue and does not change the overall financial picture for Texas Central's rail line.

Part 10

Assessing the Financial Feasibility of the Project

In chapter 6 we projected the annual ridership of Texas Central's HSR at 1.4 million passengers per year. In chapter 7 we estimated that the cost of construction and land acquisition to be $17.8 billion, and the average annual operating and maintenance costs to be $219 million.

The one remaining task before assessing the feasibility of the project is to estimate the actual cost of a train ticket. As previously stated, we will use Texas Central's model and set the price at 80% of an airline ticket between Dallas Love Field and Houston Hobby. A round-trip flight from Dallas Love Field to Houston Hobby purchased two months in advance costs $177 while a round-trip flight between the same two airports purchased a week in advance costs $370. Round-trip flights utilizing Dallas Fort-Worth International and Houston Intercontinental cost anywhere between $20 less to $140 more than from Dallas Love Field and Houston Hobby.

Setting the price at 80% of the $177 average plane ticket between Dallas Love Field and Houston Hobby yields a cost of $141 round-trip or approximately $70 in each direction. However, TxDOT in its modified analysis used a reduced fare of $108 in each direction. Taking into account TxDOT's higher figure and the fact that some travelers will use either the higher-priced Dallas Fort Worth International and Houston Intercontinental Airports, for our analysis we will set the ticket price at $89, halfway between the $70 and $108 figures.

Crunching the final revenue numbers, with 1.4 million riders paying $89 each nets $124.73 million annually or approximately $5 billion over 40 years. As shown in Table 19, this ticket revenue combined with $1 billion in Value Capture revenue totals approximately $6 billion.

Crunching the final cost numbers, capital costs total $17.8 billion and interests payments total $900 million operating and maintenance costs are expected to be $8.8 billion over 40 years or $219 million per year. Based on our numbers, building, operating and maintaining Texas Central's train line would cost $27.5 billion. Thus the gap between revenue and expenses would be $21.5 billion, or $537.27 million each year. Thus Texas Central needs to find at least an additional $20 billion just to break even on the project, depending on the interest rate.

Table 19: Summary of Cost and Revenue (with 5% simple interest)		
	Total	**Yearly**
Capital Cost	$17.8B	$445M
Interest Rate (Simple 5%)	$0.9B	$22M
Total Capital Cost	$18.7B	$467M
Operations and Maintenance Costs	$8.8B	$220M
Total Costs	**$27.5B**	**$687M**
Ticket Revenue	$5B	$124.73M
Value Capture	$1B	$25M
Total Revenue	**$6B**	**$149.73M**
Project Gap	**-$21.5B**	**-$537.27M**

Even if it were to receive a 0% interest loan, Texas Central still would have no real chance of surviving financially. As shown in the table below, Texas Central would still operate at a $20.6 billion gap, or $515.27 million per year.

Table 20: Summary of Cost and Revenue (with no interest)		
	Total	**Yearly**
Capital Cost	$17.8B	$445M
Operations and Maintenance Costs	$8.8B	$220M
Total Costs	**$26.6B**	**$665M**
Ticket Revenue	$5B	$124.73M
Value Capture	$1B	$25M
Total Revenue	**$6B**	**$149.73M**
Project Gap	**-$20.6B**	**-$515.27M**

In order to erase the gap created by Texas Central's overstated ridership projections and understated costs, one of four things must occur. First, costs would have to be significantly lower than we have projected. We think this is extremely unlikely for the numerous reasons we have detailed in earlier chapters, and especially considering the similarity of TxDOT's cost estimate to ours.

Second, Texas Central's ridership would have to be significantly higher than we have projected. We think this is also extremely unlikely based on the likely diversion rates applied to verifiable travel data, and the large number of alternative, competitive modes of travel between Dallas and Houston.

Third, transit-oriented development activities and resulting revenue would have to be significantly higher than we projected. No project in the U.S. has ever had more than $500 million worth of transit-oriented development. We acknowledge that this is the most challenging revenue source to forecast, and therefore we have deliberately erred on the high side.

Fourth, an extremely wealthy private individual or other entity would have to provide funding or invest in bonds or loans that they knew would not be paid back. Although there may be individuals or entities who might provide funding to build the nation's first true-high speed rail project, we see no way that this source of funding could cover the massive $20 billion-plus gap.

Part 11

Conclusion

While we strongly support private high-speed rail particularly in the Northeast, we cannot support Texas Central's proposed Dallas to Houston high-speed rail project. Texas Central's ridership projection of 4 to 5 million annual passengers is not grounded in reality. Based on our analysis, which is corroborated by TxDOT's, we believe Texas Central can expect to attract less than half of its projected ridership. Texas Central's unsupported $10 to $12 billon cost estimate is similarly unrealistic. We believe our cost estimate of $17.8 billion is much more realistic.

Simply put, overstated ridership and understated costs is a recipe for disaster for high-speed rail. Without sufficient ridership, there is simply no way Texas Central can survive financially, regardless of the associated transit-oriented development.

In spite of their large and growing populations, Dallas and Houston are the poster children of big cities where high-speed rail has no chance of succeeding unless land use and transit patterns change dramatically. We truly hope that high speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector. However, based on our experience and analysis we are concerned that Texas Central's project between Dallas and Houston will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance.

Perhaps there are some hidden sources of funding of which we are not aware. As it stands, Texas elected officials, lenders, investors, and taxpayers should demand full disclosure and pay close attention to the details because we do not believe that Texas Central can build the rail line without significant public subsidies. We believe that loans could default and we are particularly concerned that Texas Central may receive a RRIF loan that lacks stringent taxpayer protections. While Texas Central may not be intending to take any public funding, we believe that if construction starts, the project will inevitably have to be bailed out by the taxpayers of Texas, which is unacceptable. Taxpayers, who have been given no vote on this project, should not have to bear the burden of what is very likely to be a financial disaster.

Part 12

About The Author

Baruch Feigenbaum has a diverse background researching and implementing transportation issues including revenue and finance, public-private partnerships, highways, transit, high-speed rail, ports, intelligent transportation systems, land use, and local policymaking.

Feigenbaum is involved with various transportation organizations. He is a member of the Transportation Research Board Bus Transit Systems and Intelligent Transportation Systems Committees. He is Vice President of Programming for the Transportation and Research Forum Washington Chapter, a reviewer for the Journal of the American Planning Association (JAPA) and a contributor to Planetizen. He has appeared on NBC Nightly News and CNBC. His work has been featured in the Washington Post and Wall Street Journal.

Feigenbaum works full time for Reason Foundation a non-profit think tank advancing free minds and free markets. Prior to joining Reason, Feigenbaum handled transportation issues on Capitol Hill for Representative Lynn Westmoreland. He earned his Master's degree in Transportation from the Georgia Institute of Technology.

Endnotes

[1] Keith, Tim, "High-speed Rail Moving Texas Forward Without Taxpayer Grants or Bail-outs," Texas *High-speed Rail News,* Texas Central, March 24, 2016, Online, accessed June 5, 2016.

[2] "General Definitions of Highspeed," International Union of Railways, 2012, Print.

[3] "Vision for High-Speed Rail in America, High-Speed Rail Strategic Plan," U.S. Department of Transportation, Federal Railroad Administration, 2009, Print.

[4] J. Campos and G. de Ras, "Some stylized facts about high-speed rail: A review of HSR experiences around the world," Transport Policy, volume 16 no. 1, 2009, pp. 19-28.

[5] David Peterman, John Frittelli and William Mallett, "High Speed Rail in the United States," Congressional Research Service, 2009, p. 6, accessed 2013.

[6] Ibid, p. 7.

[7] Hiroki Matsumoto, "Shinkansen (Bullet Train) Systems in Japan," testimony before House Transportation and Infrastructure Committee meeting on International High-speed Rail, Washington, D.C., April 19, 2007, p. 2..

[8] Ibid, p. 4.

[9] "High Speed Rail Networks by Country," International Union of Railways, 2015, Online.

[10] "Railway Gazette: NTV unveils first Italo AGV". *Railway Gazette International*. 15, Dec. 2011, Online.

[11] Beatriz Rutzen and C. Michael Walton, Center for Transportation Research, *High Speed Rail: A Study of International Best Practices and Identification of Opportunities in the U.S.,* (College Station, TX: 2011), p. 10.

[12] Ibid.

[13] Takashi Endo, "Aiming at Higher Speeds for *Shinkansen*," Japan Rail & Transport Review, no. 36 (September, 2003), p. 33.

[14] Heike Link, "German Railway Reform: Chances and Risks," *Japan Railway & Transport Review,* June 1994, p. 22.

[15] Invensys Rail, "The Benefits of High-Speed Rail in Comparative Perspective," Dec. 2011. Web. Accessed July 2012.

[16] "Panorama of Transport," Eurostat 2009, p. 17. Print.

[17] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 9.

[18] Michael Renner and Gary Gardner, Apollo Alliance, *Global Competitiveness in the Rail and Transit Industry* (Boston, MA, 2010), p. 20.

[19] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 9.

[20] Spanish Ministry of Public Works: Administrator of Railway Infrastructure, "The Spanish Railway Development Under the Strategic Plan for Infrastructure and Transport,,"2004, p. 2. Accessed June 15, 2014.

[21] Ibid.

[22] Grey, Eva, "Spanish Railways Battle Profit Loss with More Investment," *Railway Technology,* , 17 Sept. 2015. Print.

[23] David Peterman, John Frittelli and William Mallett, "The Development of High Speed Rail in the United States: Issues and Recent Events," Congressional Research Service, December 20, 2013, pp 16-23, accessed July 15, 2016.

[24] David Feng, "A Complete Guide to China's High-Speed Rail," *CNN GO*, November 20, 2011.

[25] "China to Operate 16,000 kilometers of passenger-dedicated lines by 2020," *Xingua News Agency*, November 27, 2008.

[26] Malcolm Moore, "Chinese rail crash scandal: 'official steals 2.8 billion,'" *The Telegraph*, August 1, 2011.

[27] "Public Funding Levels of European Passenger Railroads," Amtrak Office of Inspector General, 2008, p. 2, Print.

[28] Rémy Prud'Homme, "The Current EU Transport Policy in Perspective," paper presented at the conference on European Transport policy in the European parliament, Brussels, July 12, 2005, p. 3.

[29] "High Speed Passenger Rail: Future Development Will Depend on Addressing Financial and Other Challenges and Establishing a Clear Federal Role," United States Government Accountability Office, 2009, pp. 12-41, Print.

[30] Amos, Paul, Bullock, Dick and Sondhi, Jitendra, High-Speed Rail: The Fast Track to Economic Development? Washington D.C., The World Bank, July 2010. Print.

[31] "Timelines for Railroads in U.S. History," Ambrose Video Resources, 2011. Web. , accessed March 1, 2012.

[32] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 10.

[33] Joseph Vranich and Edward Hudgins, *Help Passenger Rail by Privatizing Amtrak,* Policy Analysis 419, Washington D.C.: Cato Institute, November, 2011, p. 7. Print.

[34] "High Speed Intercity Passenger Rail Program: Project Selection and Funding," United States Department of Transportation, November 2011, Online.

[35] Ibid.

[36] Ibid.

[37] Ibid.

[39] Ibid.

[39] Ibid.

[40] "A Summary of Highway Provisions in SAFETEA-LU," Federal Highway Administration, August 25, 2005, Online.

[42] "High Speed Intercity Passenger Rail Program: Project Selection and Funding,"United States Department of Transportation, May 9, 2011, Online.

[42] Nixon, Ron, "$11 Billion Late High-Speed Rail is Inching Along," *New York Times*, 6 Aug 2014, Print.

[43] Hagler, Yoav and Todorovich, Petra, "Where High-Speed Rail Works Best," Regional Plan Association, America 2050, 2010, p. 6. July 2016.

[44] Ibid.

[45] Simon, Jeff, "Riding the Amtrak Rails on the Government's Dime," *CNN,* December 2015. Print.

[46] These reports include: Peterman, Frittelli and Mallett, "High Speed Rail in the United States,"United States Government Accountability Office, "High Speed Passenger Rail: Future Development Will Depend on Addressing Financial and Other Challenges and Establishing a Clear Federal Role" United States Government Accountability Office, 2009, pp. 12-41, Print.

[47] For more details see Wendell Cox and Robert Poole, *The Tampa to Orlando High-Speed Rail Project: Florida Taxpayer Risk Assessment,* Reason Foundation Policy Brief 95, Los Angeles: Reason Foundation, January 2011; Randal O'Toole, *High-Speed Rail The Wrong Road for America*, Cato Institute Policy Analysis 625, Washington, D.C.: Cato Institute, October 2008; Ron Utt, *America's Coming High-Speed Rail: Financial Disaster,* The Heritage Foundation Backgrounder 2389, Washington, D.C.: The Heritage Foundation, March 2010.

[48] Vranich, Joseph and Cox, Wendell, "California High Speed Rail an Updated Due Diligence Report," Policy Study #415, Los Angeles: Reason Foundation, April 2013, Print.

[49] Nichols, Chris, PolitiFact California, "Have Costs Dropped Several Hundred Million Dollars for California's Bullet Train, Politifact, 24 Nov. 2015. Print.

[50] "Review of High Speed Rail Draft 2016 Plan," Legislative Analyst's Office, 17 Mar. 2016. Print.

[51] Vranich, Joseph and Cox, Wendell, "California High Speed Rail an Updated Due Diligence Report,"

[52] Ibid.

[53] Ibid.

[54] Sheehan, Tim, "Heavy Equipment Finally Moving on California's High Speed Rail Construction," The Fresno Bee, 16 Jun. 2015, Print.

[55] Vartabedian, Ralph, "California Lawmakers Seek to Tighten California Bullet Train Oversight," *Los Angeles Times,* 19 Apr. 2016. Print.

[56] Marinucci, Carla, "California High-speed Rail Dealt Blow by Newsome's About Face," *San Francisco Chronicle,* 19 Feb. 2014, Print.

[57] Vranich, Joseph and Cox, Wendell, "California High Speed Rail an Updated Due Diligence Report,"
Cox, Wendell, *The Tampa to Orlando High-Speed Rail Project: Florida Taxpayer Risk Assessment,* Policy Brief #95, Los Angeles: Reason Foundation, Jan 2011. Print. "Passenger Train Travel," All Aboard Florida, 2016. Web. 2016
"About," Texas Central, 2016. Web. 2016

[58] Feigenbaum, Baruch, *Risks and Rewards of Public Private Partnerships for Highways*, Policy Brief 98, Los Angeles: Reason Foundation, Dec 2011. Print.

[59] Amos, Paul et. Al, Railway Reform" *Toolkit for Improving Rail Service Performance*, Washington DC: The World Bank, Jun 2011, p 97-105. Print.

[60] Ibid.

[61] Garvin, Glenn, "All Aboard Florida Unveils Trains, New Name for Miami to Orlando Service," *Miami Herald*, 9 Nov. 2015. Print.

[62] Rosenberg, Mike, "Bullet Train Project Nearly Triples in cost—$98.5 billion—from earlier projections," *Silicon Valley Mercury News*, 31 Oct. 2011. Print,
Kosinski, Andrew, Schipper, Lee, Deakin, Elizabeth, "Analysis of High-speed Rail's Potential to Reduce CO2 Emissions from Transportation in the United States, Transportation Research Record, 2012, Print.

[63] "Climate Change Scoping Plan," California Air Resources Board, Dec. 2008. Print.

[64] K osinski, Andrew, Schipper, Lee, Deakin, Elizabeth, "Analysis of High-speed Rail's Potential to Reduce CO2 Emissions from Transportation in the United States.

[65] " National Environmental Policy Act," United States Environmental Protection Agency, May 2016. Online. Accessed July 15, 2016.

[66] Kosinski, Schipper, and Deakin, "Analysis of High-speed Rail's Potential to Reduce CO2 Emissions from Transportation in the United States."

[67] Ibid.

[68] "Final Environmental Impact Statement Florida High Speed Rail Tampa to Orlan-

do."Federal Railroad Administration, May 2010, pp. 4-48, Print.

[69] Ibid, pp. 4-111.

[70] Ibid, pp. 2-28.

[71] "Numerous Benefits with Train Systems,"United States High Speed Rail Association, 2012, accessed June 14, 2015.

[72] Texas Central's Petition for Exemption, p. 11 (Surface Transportation Board, FD No. 36025).

[73] "High Speed Passenger Rail: Future Development Will Depend on Addressing Financial and Other Challenges and Establishing a Clear Federal Role," United States Government Accountability Office p. 27.

[74] Ibid.

[75] Ibid.

[76] "Numerous Benefits with Train Systems,"United States High Speed Rail Association,

[77] "2011 Database: Incidents by Mode," National Highway Transportation Safety Administration, 2011, p. 14, Print.

[78] "Numerous Benefits with Train Systems," United States High Speed Rail Association,

[79] High Speed Passenger Rail, United States Government Accountability Office, p. 19.

[80] Hagler, Yoav and Todorovich, Petra, "Where High-Speed Rail Works Best," 4.

[81] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 18.

[82] Ibid, p. 16.

[83] Jenkins, Brian and Kouzub, Chris, "Formulating a Strategy for Securing High-Speed Rail in the U.S.," *TRID*, 2013-3, pp.35-66. Print.

[84] Angelique, Chrisafis, "France Train Attack: Americans Overpower Gunman on Paris Express," *The Guardian*, August 22, 2015. Print.

[85] "Fatal Fire on Japan's Bullet Train, Airtight as a Plane Reveals Lack Security and Other Lapses," *Associated Press*, July 4, 2015. Print.

[86] Yamaguchi, Mari, "Bullet Trains Get Rude Wake Up Call," *The Japan Times*, July 4, 2015. Print.

[87] "Numerous Benefits with Train Systems,"United States High Speed Rail Association,

[88] Ibid.

[89] Ibid.

[90] Chatman, Daniel, "Does TOD Need the T," *Journal of the American Planning Association*, Volume 79, Issue 1, pp. 17-31, 2013, Print.

[91] Hagler, Yoav and Todorovich, Petra, "Where High-Speed Rail Works Best," 8.

[92] Kneebone, Elizabeth, Job Sprawl Revisited: T*he Changing Geography of Metropolitan Employment*, Washington DC: Brookings Institute, 2009.p.1 Print.

[93] Ibid, pp-10-14.

[94] "S-0801 Dallas and Houston Urbanized Populations," U.S. Census Bureau, July 2016. Online. Accessed August 5, 2016.

[95] Hagler, Yoav and Todorovich, Petra, "Where High-Speed Rail Works Best," 8.

[96] "S-0801 Dallas and Houston Urbanized Populations," U.S. Census Bureau,

[97] Vivier, Jean, Perth, "Millennium Cities Database for Sustainable Mobility: Analyses and Recommendations," Perth, Australia: UITP (International Union of Public Transport),2001. Print.).

[98] "Houston Number of Vehicles per Household," CLR Search, 2012, Web. Accessed July 6, 2016.

[99] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 20.

[100] "2006 Miles of Travel per Capita," Eurostat, Panorama of Transport," 2009,

[101] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 6.

[102] Martin, Daniel "We're the Fuel Tax Capital of Europe," *The Mail*, August 27, 2012, Print, Derek Thompson, "Gas Prices Around the World," *The Atlantic*, May 3, 2011,

[103] "Gasoline and Diesel Fuel Update," U.S. Energy Information Administration, 2012. Print. .

[104] "Our Nation's Highways: 2011," Federal Highway Administration, Office of Highway Policy Information, Highway Finance Data Collection, 2011. Print.

[105] "Highways in China," TravelChinaGuide.com, January 1, 2011, Web. Accessed June 15, 2016,

[106] "Driving in Spain," Livinginspain.org, January 2011, Web. Accessed July 2016.

[107] "Routes," German Autobahn Page, January 2011.Web. Accessed July 2016.

[108] "Driving on the Autoroutes in France," The Autoroutes in France, January 2011, Web. Accessed July 2016.

[109] "Highways in China," TravelChinaGuide.com,

[110] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 6.

[111] "Amtrak Routes and Stations," Amtrak, July 2015. Web. Accessed August 2016.

[112] "EU Energy and Transport in Figures 2009," The European Commission, Directorate-General for Energy and Transport, 2010, p. 119, Print.

[113] "Panorama of Transport." The European Commission. 2007, p. 107. Print.

[114] Ibid.

[115] US High Speed Rail Network Map, U.S. High Speed Rail Association, January 15, 2012, accessed July 14, 2014.

[116] "Amtrak National Facts,"Amtrak, 2010, accessed July 16, 2016.

[117] *Key Facts and Figures about the European Union*, Luxembourg, European Commission, 2006, 53, Print. ,

[118] Ibid.

[119] Ibid.

[120] "High-speed Railroading," *The Economist*, July 22, 2010, Print.

[121] Panorama of Transport." The European Commission, p. 7.

[122] Ibid, p 106.

[123] Ibid, p 107.

[124] Ibid, p 110.

[125] "Summary of Transportation Statistics Monthly Statistical Report on Motor Vehicle Transport and Monthly Statistical Report on Railway Transport,"Japanese Ministry of Land, Infrastructure and Transport, 2008, Print.

[126] Ibid.

[127] "Panorama of Transport," European Commission, p. 7.

[128] Randal O'Toole, *High-Speed Rail The Wrong Road for America*

[129] "Railroad Labor Act Overview,"U.S. Department of Transportation, Federal Railroad Administration, 2011, Web. Accessed March 1, 2012.

[130] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," p. 10.

[131] "Public Law 89-220," United States Government Publishing Office, Sept. 30, 1965, p. 893. Print.

[132] "Texas High-Speed Rail Authority: An Inventory of High-Speed Rail Authority Records at the Texas State Archives, 1970-1995, bulk 1990-1994," University of Texas Library, 2012, Print.

[133] Batheja, Amen, "Bullet Train Failed Once, but It's Back for Another Go," *Texas Tribune,* March 7, 2014. Print.

[134] Burns, Marc H, "High-Speed Rail in the Rear-View Mirror: A Final Report of the Texas High Speed Rail Authority," Texas High Speed Rail Authority. Print.

[135] Hebert, Robert E., "What Happened to The Trans-Texas Corridor?," National Council for Public-Private Partnerships, July 18, 2012, Web, July 16, 2016.

[136] "High-Speed Intercity Passenger Rail (HSIPR) Program, Track 2—Corridor Programs: Application Form," Office of Management and Budget, October 2, 2009, Print.

[137] Texas Company Plans High-Speed Rail Line Between Houston and Dallas, *Yahoo! News*, December 13, 2011 - accessed July 18, 2012

[138] Herskovitz, Jon, "Long –Delayed U.S. High-speed Rail Plans May Ride on Texas Express," Yahoo News, December 26, 2014, Online, accessed July 17, 2016.

[139] Flyvbjerg, Bent, Skamris Holm, Mette and Buhl, Soren, "Underestimating Costs in Public Works Projects: Error or Lie?," *Journal of the American Planning Association*, vol. 68, no. 3. (Summer 2002), pp. 279-295. Print.

[140] Ibid.

[141] "Public Accounts - Thirty-Eighth Report," Parliament of the United Kingdom, 4 May 2006, Print.
"Eurostar sales up in 2009 despite travel chaos," *British Broadcasting Corporation*, 20 Jan. 2010, Print.

[142] Bowen, Douglas John, "U.S. riders aid Eurostar 2011 ridership, revenue," *Railway Age*, 12, Mar. 2012, Print.

[143] "Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5," Texas Department of Transportation, December 2013, 71-72. Print.

[144] Texas Central's Petition for Exemption, p. 7. (Surface Transportation Board–FD No. 36025).

[145] "New Study Shows Significant Time Savings, Major Ridership Potential with High-Speed Train," Texas Central. 2016. Web.

[146] Citation 58 Reply to Petition for Exemption.

[147] Peterman, Frittelli and Mallett, "High Speed Rail in the United States," pp. 6-7.

[148] Texas Central's Petition for Exemption, p. 7.

[149] Utt, Ronald, *America's Coming High Speed Rail Financial Disaster*, Backgrounder #2389, Washington D.C.: Heritage Foundation, 13 Apr. 2010, Print.

[150] Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5," Texas Department of Transportation, page 20

[151] "Domestic Airline Consumer Airfare Report," U.S. Department of Transportation, Office of Aviation Analysis, December 2016, Online.

[152] "Analysis of the Benefits of High Speed Rail on the Northeast Corridor," U.S. Department of Transportation, Office of the Secretary of Transportation, Office of the Inspector General, June 2008, Print.

[153] "High-Speed Ground Transportation for America," U.S. Department of Transportation, Federal Railroad Administration, September 1997, p. 7-8. Print.

[154] "Federal Railroad Administration's Requirements for High Speed Rail Stakeholder Agreements Mitigated Risk, But Delayed Some Projects' Benefits," Federal Railroad Administration, 1 Nov. 2012, Print.

[155] Ibid.

[156] Vranich, Joseph and Cox, Wendell, "California High Speed Rail an Updated Due Diligence Report," p 43.

[157] Baruch Feigenbaum, High-speed Rail in Europe and Asia. (ADD)

[158] "2012 Business Plan," California High Speed Rail Authority, April 2012,ES-12. Print.

[159] "Traffic Volume Maps," Texas Department of Transportation, 2014. Online. Accessed July 16, 2016

[160] "2014 Expressway Cycle, I-95 New York State Line to Rhode Island State Line." Connecticut Department of Transportation, 2014, Online. Accessed July 16, 2016.

[161] "Texas High Speed Rail Feasibility Study," Louis Berger Group, 28, Feb, 2013, p. 32-36, Print.

[162] "Table S0801 Commuting Patterns in the U.S.," U.S. Census Bureau American Fact Finder, 2015, Online. Accessed July 16, 2016.

[163] FAF Network Database and Flow Assignments: 2007 and 2040, Federal Highway Administration, Freight Management and Operations, 2014, Print.

[164] Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5," Texas Department of Transportation.

[165] "Passengers Daily Traffic," Eurostat, 2015, Online. Accessed July 16, 2016.

[166] "Search and Buy Bus Tickets," Megabus, July 16, 2016, Web. Accessed july 16, 2016.

[167] "Texas High Speed Rail Feasibility Study," Louis Berger Group.

[168] "Total Population American Community Survey 5-Year Estimate," U.S. Census, American
FactFinder, 2015, Online July 16, 2016

[169] "Texas High Speed Rail Feasibility Study," Louis Berger Group.

[170] "Airport Snapshot", Bureau of Transportation Statistics, June 2016, Online, accessed July 16, 2016

[171] "Traffic Volume Maps," Texas Department of Transportation.

[172] "Bus Travel Counts," Bureau of Transportation Statistics, 2015, Print.

[173] "Texas High Speed Rail Feasibility Study," Louis Berger Group.

[174] "Traffic Volume Maps," Texas Department of Transportation.

[175] Vranich, Joseph and Cox, Wendell, *California High Speed Rail: An Updated Due Diligence Report*, Policy Study 415, Los Angeles: Reason Foundation April 2013

[176] "Passengers Daily Traffic," Eurostat, 2015. Print.

[177] "Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5," Texas Department of Transportation, December 2013, 71. Print.

[178] Mike Rosenberg, "Bullet Train Project Nearly Triples in cost—$98.5 billion—from earlier projections," *Silicon Valley Mercury News*, October 31, 2011. Print.

[179] Wendell Cox and Robert Poole, *The Tampa to Orlando High-Speed Rail Project: Florida Taxpayer Risk Assessment,* 3.

[180] "Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5," Texas Department of Transportation, December 2013, p.71. Print.

Exhibit N

STATE OF TEXAS
HOUSE OF REPRESENTATIVES
TRENT ASHBY
District 57

May 31, 2018

Before the Surface Transportation Board

Finance Docket No. 36025
Texas Central Railroad and Infrastructure, Inc. &
Texas Central Railroad, LLC
-Authority to Construct and Operate-
Passenger Rail Line Between Dallas, TX and Houston, TX

Reply in Opposition to Petition to Reopen

I am writing today to express my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board (STB) jurisdiction. As remains clear, the proposed project remains an intrastate project, in spite of the recent supposed partnership with Amtrak. Simply put, the Amtrak "agreement" presented by TCR, lacks solid plan(s) and the detail necessary to adequately evaluate the merit of their proposal(s).

It is apparent that TRC is attempting to circumvent state law(s) and county regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I respectfully request that your agency reaffirm the declination of the STB jurisdiction of the project and allow our state and local governments to determine the best path forward.

If the Board chooses to accept jurisdiction of this project, I would ask you to require the "hard look" at the project's finances to ensure the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of "private", TCR has thus far avoided disclosing any substantiating data to support their claims. At a minimum, this project should not be allowed to proceed without a detailed analysis of the project's financial viability, which I believe is necessary to protect the interests of the Texas and United States taxpayers, as well as the rights of impacted landowners.

Thank you for your thoughtful consideration of this very important matter and allowing my input into the record.

Sincerely,

Trent Ashby

Trent Ashby

P.O. BOX 2910 • AUSTIN, TEXAS 78768-2910 • (512)463-0508 • (512)463-5934 FAX
2915 ATKINSON • LUFKIN, TEXAS 75901 • (936)634-2762 • (936)634-2764 FAX

TEXAS HOUSE *of* REPRESENTATIVES

Representative Cecil Bell, Jr.

District 3

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

I am writing to you to reaffirm my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board jurisdiction (STB). As it remains clear, the proposed project remains an intrastate project, in spite of the recent ticketing "agreement" with Amtrak. Simply put, the Amtrak "agreement" presented by TCR lacks the details necessary to adequately evaluate the merit of their proposal.

It is apparent that Texas Central is attempting to circumvent State Laws and County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If the Board chooses to accept jurisdiction of this project, I appeal you to look into the project finances to ensure the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of a "private entity", TCR has thus far avoided disclosing any substantiating data to support their financial viability for this project. It is inconceivable that the STB would allow this project to proceed without a detailed analysis of the project's financial viability, which is essential in order to protect our Great State of Texas, the US taxpayers, and the individual landowners that will be negatively impacted.

Thank you for your consideration of this very important matter and allowing my input into the record.

Sincerely,

State Representative Cecil Bell, Jr.

P.O. Box 2910 • Austin, Texas 78768-2910 • *phone* (512) 463-0650 • *fax* (512) 463-0575 • cecil.bell@house.texas.gov

Serving Montgomery and Waller Counties

The Senate of The State of Texas

CHAIRMAN
NATURAL RESOURCES
NOMINATIONS
SUNSET

FINANCE
STATE AFFAIRS
CRIMINAL JUSTICE

BRIAN BIRDWELL

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

I am writing to you to express my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board (STB) jurisdiction. As remains clear, the proposed project remains an intrastate project, in spite of the recent supposed partnership with Amtrak. Simply put, the Amtrak "agreement" presented by TCR, lacks solid plan(s) and the detail necessary to adequately evaluate the merit of their proposal(s).

It is apparent that TCR is attempting to circumvent State Law(s) and County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I respectfully request that your agency reaffirm the declination of the STB jurisdiction of the project and allow our state and local governments to determine the best path forward.

If the Board chooses to accept jurisdiction of this project, I implore you to require the "hard look" at the project finances to ensure the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of "private", TCR has thus far avoided disclosing any substantiating data to support their claims. At a minimum, the project should not be allowed to proceed without a detailed analysis of the project's financial viability, which is necessary to protect the interests of Texas and United States taxpayers, as well as the rights of impacted landowners.

Thank you for your consideration of this very important matter and allowing my input into the record.

Signed,

Brian Birdwell

State Senator Brian Birdwell

P.O. BOX 12068 ★ AUSTIN, TEXAS 78711 ★ (512) 463-0122 ★ (512) 475-3729 FAX

CAPITOL OFFICE
P.O. Box 12068
Austin, Texas 78711
(512) 463-0103
FAX: (512) 463-1526
Dial 711 for Relay Calls

COMMITTEES:
Transportation, Chair
Administration
Business & Commerce
Finance

ROBERT L. NICHOLS
STATE SENATOR

May 31, 2019

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

I am writing to you to reaffirm my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board jurisdiction. As remains clear, the proposed project remains an intrastate project, in spite of the flimsy "paper" connection to Amtrak. Simply put, the Amtrak "agreement" presented by TCR, lacks solid plan(s) and the detail necessary to adequately evaluate the merit of their proposal(s).

It is apparent that Texas Central is attempting to circumvent State Law(s) and County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If the Board chooses to accept jurisdiction of this project, I implore you to require the "hard look" at the project finances to ensure the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of "private", TCR has thus far avoided disclosing any substantiating data to support their claims. It is inconceivable that the STB would allow this project to proceed without a detailed analysis of the project's financial viability, which is necessary to protect our Great State of Texas, the US taxpayers, and the individual landowners that will be negatively impacted.

Thank you for your consideration of this very important matter and allowing my input into the record.

Sincerely,

Robert L. Nichols
State Senator, District 3

JACKSONVILLE OFFICE
329 Neches Street
Jacksonville, Texas 75766
(903) 589-3003
FAX: (903) 589-0203

NACOGDOCHES OFFICE
202 E. Pilar Street, Ste. 309
Nacogdoches, Texas 75961
(936) 564-4252
FAX: (936) 564-4276

LUFKIN OFFICE
2915 Atkinson Drive
Lufkin, Texas 75901
(936) 699-4988
FAX: (936) 699-4991

CONROE OFFICE
15260 Hwy. 105 W., Ste. 230-H, Box 5
Montgomery, Texas 77356
(936) 588-7391
FAX: (936) 588-1713

Senate District 3
E-mail: robert.nichols@senate.texas.gov

STATE OF TEXAS
HOUSE OF REPRESENTATIVES
WILL METCALF
District 16

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

I am writing to you to reaffirm my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board jurisdiction. As remains clear, the proposed project remains an intrastate project, in spite of the flimsy "paper" connection to Amtrak via a ticketing agreement. Simply put, the Amtrak "agreement" presented by TCR, lacks solid plans and the detail necessary to adequately evaluate the merit of their proposals.

It is apparent that Texas Central is attempting to circumvent state law and county regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our state and local governments to determine the best path forward.

CAPITOL OFFICE: P.O. BOX 2910 • AUSTIN, TEXAS 78768-2910 • (512) 463-0726 • (512) 463-8428 FAX
DISTRICT OFFICE: 1835 SPIRIT OF TEXAS WAY • SUITE 100 • CONROE, TEXAS 77301 • (936) 539-0068 • (936) 539-0066 FAX
WILL.METCALF@HOUSE.TEXAS.GOV

STATE OF TEXAS
HOUSE OF REPRESENTATIVES
WILL METCALF
District 16

If the Board chooses to accept jurisdiction of this project, I implore you to utilize the "hard look" standard to analyze the project's finances to ensure that the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of "private", TCR has thus far avoiding disclosing any substantiating data to support their claims of financial viability. It is inconceivable that the STB would allow this project to proceed without a detailed analysis of the project's financial viability, which is necessary to protect the State of Texas, the US taxpayers, and the individual landowners who will be negatively impacted by this project.

Thank you for your consideration of this very important matter and allowing my input into the record.

Respectfully,

State Representative Will Metcalf

CAPITOL OFFICE: P.O. BOX 2910 • AUSTIN, TEXAS 78768-2910 • (512) 463-0726 • (512) 463-8428 FAX
DISTRICT OFFICE: 1835 SPIRIT OF TEXAS WAY • SUITE 100 • CONROE, TEXAS 77301 • (936) 539-0068 • (936) 539-0066 FAX
WILL.METCALF@HOUSE.TEXAS.GOV

STATE OF TEXAS
HOUSE OF REPRESENTATIVES
ERNEST BAILES
District 18

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

I am writing to you to express my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board jurisdiction. As remains clear, the proposed project remains an intrastate project, in spite of the flimsy "paper" connection to Amtrak. Simply put, the Amtrak "agreement" presented by TCR, lacks solid plan(s) and the detail necessary to adequately evaluate the merit of their proposal(s).

It is apparent that Texas Central is attempting to circumvent State Law(s) and County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If the Board chooses to accept jurisdiction of this project, I implore you to require the "hard look" at the project finances to ensure the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of "private", TCR has thus far avoiding disclosing any substantiating data to support their claims. It is inconceivable that the STB would allow this project to proceed without a detailed analysis of the project's financial viability, which is necessary to protect our Great State of Texas, the US taxpayers, and the individual landowners that will be negatively impacted.

Thank you for your thoughtful consideration of this very important matter and allowing my input into the record.

Respectfully,

Ernest J. Bailes, IV

Ernest Bailes

P.O. Box 2910 • Austin, Texas 78768-2910 • (512) 463-0570 • (512) 463-0315 fax
ernest.bailes@house.texas.gov

TEXAS HOUSE OF REPRESENTATIVES

JOHN WRAY
District 10

BEFORE THE
SURFACE TRANSPORTATION BOARD

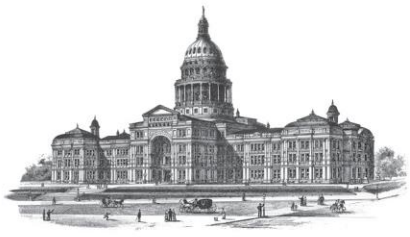
Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION TO REOPEN

I am writing to you to reaffirm my opposition to Texas Central Rail's (TCR) Petition for Clarification and Surface Transportation Board jurisdiction. As remains clear, the proposed project remains an intrastate project, in spite of the flimsy "paper" connection to Amtrak. Simply put, the Amtrak "agreement" presented by TCR, lacks solid plan(s) and the detail necessary to adequately evaluate the merit of their proposal(s).

It is apparent that Texas Central is attempting to circumvent State Law(s) and County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.



CAPITOL OFFICE: P.O. Box 2910 • Austin, Texas 78768-2910 • (512) 463-0516 • Fax (512) 463-1051

TEXAS HOUSE OF REPRESENTATIVES

JOHN WRAY
District 10

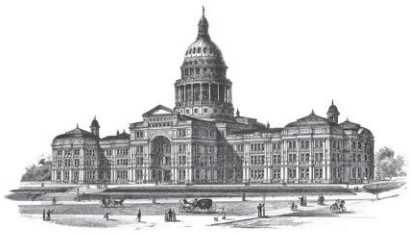
If the Board chooses to accept jurisdiction of this project, I implore you to require the "hard look" at the project finances to ensure the interests of the federal, state, and local taxpayers are appropriately protected. Under the cloak of "private", TCR has thus far avoiding disclosing any substantiating data to support their claims. It is inconceivable that the STB would allow this project to proceed without a detailed analysis of the project's financial viability, which is necessary to protect our Great State of Texas, the US taxpayers, and the individual landowners that will be negatively impacted.

Thank you for your consideration of this very important matter and allowing my input into the record.

Sincerely,

John Wray

State Representative John Wray



CAPITOL OFFICE: P.O. Box 2910 • Austin, Texas 78768-2910 • (512) 463-0516 • Fax (512) 463-1051

Exhibit O

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

The Texas and Southwestern Cattle Raisers Association (TSCRA) is a 141-year-old trade association and is the largest and oldest livestock organization based in Texas. TSCRA has a membership of more than 17,500 beef cattle operations, ranching families and businesses. These members represent over 55,000 individuals directly involved in ranching and beef production who manage over 4 million head of cattle on more than 76 million acres of range and pasture land primarily in Texas, Oklahoma and throughout the Southwest.

A great number of cattle raisers and landowners will be negatively affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). We are aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

TSCRA opposes Texas Central's Petition for Exemption. Texas Central continues to provide conflicting information to the public and refuses to release essential information on the

projects viability. As such, we do not believe the Board has sufficient information to make an informed decision at this time.

Specifically, Texas Central representatives have made claims of their intent to work with property owners along the path of the project to address their concerns. Despite this, we regularly hear from property owners along the path of the Project who complain of Texas Central's lack of transparency. Further, as evident by this petition, Texas Central continues to work surreptitiously to obtain exemptions that will allow them to circumvent the wishes of the very property owners they claim to seek agreement with. TSCRA strongly opposes the use of eminent domain for this project. Texas property owners should not be forced to bear the financial, environmental and quality of life burdens of a project that is clearly not in the public interest. Texas Central's contract with Amtrak does not connect the Project to the interstate rail network. It is a closed system, and therefore, should be left to the State of Texas to regulate.

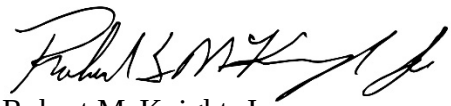
We also question how this Project can be built, considering Texas Central's constantly changing cost numbers. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. Texas Central also has promised the Project will be privately funded but admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these

projections. Texas Central also refuses to substantiate data on their claim that the Project will generate billions of dollars for the Texas economy. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a hard look at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, we are relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement. Executed on May 29, 2018.



Robert McKnight, Jr.
President
Texas and Southwestern Cattle Raisers Association

Exhibit P

RESOLUTION NUMBER _____

A RESOLUTION OF THE COMMISSIONERS COURT OF FREESTONE COUNTY, TEXAS, REGARDING THE COMMISSIONERS COURT'S INTENT TO DECLINE TO DISCONTINUE, ABANDON, CLOSE, VACATE OR ALTER A COUNTY ROAD IN CONNECTION WITH THE PROPOSED HIGH SPEED RAIL PROJECT; AND THE COMMISSIONERS COURT'S REQUIREMENT THAT IF A RAILROAD LINE IS LAID ACROSS A COUNTY ROAD IN FREESTONE COUNTY, THE RAILROAD COMPANY SHALL CONSTRUCT AND MAINTAIN THE CROSSING, DURING AND AFTER CONSTRUCTION, SO THAT THE TRAVELING PUBLIC MAY USE THE COUNTY ROAD FOR ALL REASONABLY ANTICIPATED PURPOSES.

WHEREAS, the Texas Central Rail and Infrastructure, Inc. ("TCR") has indicated its intent to establish the Texas High Speed Railway on a route from Dallas to Houston that travels through Freestone County, even though TCR does not have eminent domain power; and

WHEREAS, the Draft Environmental Impact Statement ("DEIS") released in December of 2017 shows that the proposed route will cross at least eight (8) county roads (and many other state, farm to market and private roads as well); and

WHEREAS, pursuant to §251.051(a) of the Texas Transportation Code, the Commissioners Court has the authority to order that public roads be laid out, opened, discontinued, closed, abandoned, vacated or altered; and

WHEREAS, neither TCR nor any actual railroad company (which TCR is not) has the authority to discontinue, close, abandon, vacate or alter any county road; and

WHEREAS, §112.059(a) of the Texas Transportation Code also provides that "each railroad company [which TCR is not] in the state shall place and keep the portion of the company's road bed and right-of-way over or across which a public county road runs in proper condition for the use of the traveling public;" and

WHEREAS, the DEIS appears to assume that the counties through which the proposed route will pass, including Freestone County, will cooperate in relocating and closing county roads to accommodate TCR's proposed route; and

WHEREAS, since the Commissioners Court of Freestone County has the sole control over all roads, highways and bridges in the county, and has the authority and obligation to ensure that any crossing of a county road by a railroad company results in the county road being maintained in its proper condition for use by the traveling public, the County Commissioners of Freestone County makes this resolution to express its intentions.

THEREFORE, the County has determined, and by this Resolution hereby determines the following:

1. The Commissioners Court does not intend to and hereby declines to close, abandon, vacate or alter any county road to accommodate the proposed the high speed railroad route; and

2. The Commissioners Court also requires that if TCR ever acquires eminent domain power and seeks to establish its route across any county road in Freestone County, the county road that is affected shall at all times, during and after construction, be maintained for use by the traveling public, including specifically the typical public uses to which county roads in Freestone County are often subjected, such as use by vehicles, equipment and machinery necessary to conduct operations oil and gas operations (drilling, reworking, producing, etc.), farm vehicles and equipment typically used in agricultural production, manufactured and mobile homes, and all other uses, whether named or not, for which Freestone County county roads are typically used.

PASSED AND APPROVED BY A MAJORITY VOTE OF THE COMMISSIONERS COURT OF FREESTONE COUNTY ON THIS THE 28 DAY OF February, 2018.

Linda Grant

Linda Grant, County Judge

Thomas Craig Oakes

Michael Daniels

Clyde Ridge, Jr.

Andy Bonner

FILED FOR RECORD
At 9, o'clock a M

FEB 28 2018

LINDA JARVIS
Clerk County Court, Freestone County, Texas
BY

RESOLUTION

WHEREAS, the Texas Central High Speed Railway, LLC is proposing to operate and run a high-speed "bullet" train through Grimes County to travel between Houston and Dallas/Fort Worth; and

WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the negative impact the high-speed train would have on property values affected by the construction and maintenance of such rail line; and

WHEREAS, the Commissioners Court of Grimes County, Texas foresees little economic benefit to the citizens of Grimes County as a result of the high-speed train; and

WHEREAS, the Commissioners Court of Grimes County, Texas opposes the use of any local or state funding for the proposed project and is concerned about the financial viability of such and, therefore, questions the ability of the high-speed train to utilize private funding alone; and

WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the timeline, short notice, lack of overall information and lack of adequate responses to questions and concerns of the people of Grimes County, Texas by the Texas Central High Speed Railway, LLC for this project because proper examination is necessary in order for state and local officials to conduct proper analyses and to communicate the results thereof to their constituents; and

WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the use of eminent domain powers for private entity gain and are concerned that this project may not meet the true threshold for public benefit especially given that there is a comparable method of travel available between Houston and Dallas with respect to both costs, as proposed, and door-to-door travel time, namely air transportation; additionally there is Interstate 45 between the two cities that can be utilized by automobile at a lower cost with comparable door-to-door travel time. Consequently, there are concerns regarding a public need for this project; and

WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the rail at grade cutting off private roads and county roads, thereby affecting travel within and through Grimes County, Texas and, potentially, lengthening response times of emergency responders thereby jeopardizing the health and safety of the people of Grimes County. The Commissioners Court of Grimes County, Texas is also concerned about the rail at grade cutting off landowners from portions of their properties and the effects on the local migration patterns of the wildlife needed for survival in our frequent drought conditions; and

WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the impact of noise and other emissions from the train to the peace and welfare of its citizens and the rural environment of Grimes County, Texas; and

WHEREAS, given that high speed rail is at higher risk than freight rail or standard passenger rail for terrorist attacks and the preferred method of these attacks is to derail the train, the Commissioners Court of Grimes County, Texas has concerns about the safety of

passengers on the train and of Grimes County citizens in close proximity to the rail, namely concerns regarding how the Texas Central High Speed Railway, LLC will secure the rural railroad tracks. The Commissioners Court of Grimes County, Texas is also concerned about the dependency on local resources to provide security for the train and its infrastructure. The Commissioners Court of Grimes County, Texas is concerned that the Texas Central High Speed Railway, LLC has indicated that this train will not have security screening at the terminal, which increases the likeliness of terrorist attacks, thereby further threatening the health and safety of the passengers and citizens of Grimes County in close proximity to the rail.

WHEREAS, because the Commissioners Court of Grimes County is still investigating and examining matters relevant to the rail project and because sufficient information regarding such has yet to be provided by Texas Central High Speed Railway, LLC, the concerns listed herein are not intended to be exhaustive or exclusive.

NOW, THEREFORE, BE IT ORDERED by the Commissioners Court of Grimes County as follows:

Because of the concerns enumerated herein, the Commissioners Court of Grimes County, Texas does not believe the Texas Central High Speed Railway, LLC's currently-proposed high-speed "bullet" train through Grimes County is in the best interest of the people of Grimes County, Texas, and therefore, the Commissioners Court of Grimes County does hereby express its opposition to said high-speed train.

UPON MOTION DULY MADE AND SECONDED, the above Resolution was passed on this the 7th day of JANUARY, 2015 by a vote of 4 ayes and 0 nays.

COUNTY OF GRIMES)
)
STATE OF TEXAS)

BY: _____
Ben Leman, County Judge

_____
Miles "J.R." Green, Commissioner #1

_____
David Dobyanski, Commissioner #2

_____
Barbara Walker, Commissioner #3

_____
Pam Finke, Commissioner #4

ATTEST:

_____
David Pasket, County Clerk

AGENDA ITEM AND MOTION REGARDING HSR:

This was the item listed on the Commissioners' Court Agenda for Tuesday, August 8, 2016:

> Consider and take action to establish a policy to prohibit, restrict, and/or regulate crossings of County rights-of-way by any high speed rail lines or facilities.

This was the Motion made:

> Motion to require a permit to be approved by Commissioners' Court before construction can begin on any high speed rail project where it crosses a county road, including a requirement for any high speed rail entity to provide sufficient proof that they have been granted the power of eminent domain by the Federal or State Government.

NOTICE AND AGREEMENT REGARDING PROPOSED SURVEY

From:

_____
_____
_____

Precinct(s) No.: _____
Roads(s): _____
_____
_____

Formal notice is hereby given that _____ (Applicant) proposes to perform a survey (whether lineal, seismic, or otherwise) within the rights-of-way of Grimes County, Texas, which may materially affect the soil or road surface, as follows:

The location or description of the proposed survey is more fully shown by a copy of the drawings attached to this notice as Exhibit "A" and incorporated herein.

Applicant hereby agrees to the following:

1. The County Engineer must be notified prior to the beginning of the survey in order that the County may be on hand to designate the actual location of the survey. This permit shall be available at the site where and when work is being done.

2. All roadways and rights-of-way will be repaired to their original condition to the satisfaction of the County Engineer upon any damage thereto.

3. Grimes County is in no way responsible for any damage that might occur to any utility lines, fences, private property or other items due to the survey. No work shall be done within 50 feet of any drainage structure and no work shall be allowed on any structure or bridge. No excavations or explosions shall be made within the limits of the county road causeway. Nothing shall penetrate, mar, or damage the surface of the road(s). No permanent ribbons, markers, etc. will be placed on any signs, poles or other appurtenances within the County's right-of-way. Cutting, trimming, or removing trees, shrubs, or vines, whether natural growth or planted by the County is prohibited.

4. The use of any public right-of way for the purpose of exploring regarding adjacent lands owned or controlled by the County is expressly prohibited unless expressly approved in writing by the County.

5. This proposed operation shall not unreasonable interfere with the operation or maintenance of the facilities of other persons, firms, or corporations previously issued permits, and this proposed operation shall not be dangerous to persons or property using or occupying the right-of-way or using facilities constructed under previously granted permits; it being the duty of the applicant to determine the existence and location of all facilities within the right-of-way.

6. A copy of the Applicant's Certificate of Liability Insurance in the amount of $100,000 naming Grimes County as an additional insured is attached hereto as Exhibit "B" and incorporated herein.

7. Applicant shall be required to pay a Grimes County permit fee of $500.00 per identified and individual county roadway for the survey. Applicant shall pay Grimes County $125.00 per hour for any maintenance required due to the survey plus the costs of any materials.

8. Applicant will provide appropriate traffic control and/or devices in accordance with the latest Texas Manual on Uniform Traffic Control Devices for Streets and Highways, published by the Texas Department of Transportation, and all other State and Federal laws governing utility construction. Applicant will provide any additional traffic control as required by the County Engineer. When vehicles are operating on the pavement, not more than one traffic lane will be blocked at any time. Flaggers shall be used with proper warning when the road is reduced to one lane for longer than 15 minutes.

9. **APPLICANT AGREES TO RELEASE, INDEMNIFY, AND HOLD HARMLESS GRIMES COUNTY, INCLUDING, BUT NOT LIMITED TO, ITS AGENTS, SERVANTS, EMPLOYEES, REPRESENTATIVES, COMMISSIONERS, OFFICERS, OFFICIALS, AND CONTRACTORS FROM ALL CLAIMS, DEMANDS, ACTIONS, DAMAGES, AND LIABILITY OF EVERY KIND AND CHARACTER ARISING IN FAVOR OF THE APPLICANT OR ANY THIRD PARTY ON ACCOUNT OF PERSONAL INJURIES, DEATH, OR LOSS OR DAMAGE TO PROPERTY IN ANY WAY ARISING OUT OF RESULTING FROM ANY ACCIDENT, OCCURRENCE, OR EVENT WHICH IN ANY MANNER IS RELATED TO THIS AGREEMENT, OR ANY COSTS OR PENALTIES FOR ANY ENVIRONMENTAL POLLUTION OR VIOLATION RELATED THERETO, REGARDLESS OF WHETHER THE SAME MAY RESULT FROM GRIMES COUNTY'S ORDINARY NEGLIGENCE, IN WHOLE OR IN PART. APPLICANT FURTHER AGREES TO INDEMNIFY AND HOLD HARMLESS GRIMES COUNTY FROM ATTORNEY'S FEES AND COSTS TO ENFORCE THIS AGREEMENT AS WELL AS ATTORNEY'S FEES INCURRED IN DEFENDING GRIMES COUNTY IN ANY LEGAL ACTION FILED AGAINST GRIMES COUNTY.**

10. In the event the Applicant fails to comply with any or all of the requirements as set forth herein, Grimes County may take such action as it deems appropriate to compel compliance and shall be entitled to recover all costs and attorney's fees in connection therewith.

11. This Agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

The Survey should begin in _____ (month & year) and be completed by _____. (month & year)

Submitted by Application on_____.

By signing below, I certify that I am authorized to represent the Firm listed below, and that the Firm agrees to the conditions/provisions included in this Agreement.

APPLICANT:

_____

By: _____

Printed Name: _____

Title: _____

Address: _____

_____

Phone: _____

APPROVED BY COMMISSIONERS' COURT on_____.

_____
Grimes County Judge

ATTEST:

_____
Grimes County Clerk

Revised December 2017

RESOLUTION

A RESOLUTION OF THE COMMISSIONERS COURT OF GRIMES COUNTY, TEXAS, REGARDING THE COMMISSIONERS COURT'S INTENT TO DECLINE TO DISCONTINUE, ABANDON, CLOSE, VACATE OR ALTER A COUNTY ROAD IN CONNECTION WITH THE PROPOSED HIGH SPEED RAIL PROJECT; AND THE COMMISSIONERS COURT'S REQUIREMENT THAT IF A RAILROAD LINE IS LAID ACROSS A COUNTY ROAD IN GRIMES COUNTY, THE RAILROAD COMPANY SHALL CONSTRUCT AND MAINTAIN THE CROSSING, DURING AND AFTER CONSTRUCTION, SO THAT THE TRAVELING PUBLIC MAY USE THE COUNTY ROAD FOR ALL REASONABLY ANTICIPATED PURPOSES.

WHEREAS, the Texas Central Rail and Infrastructure, Inc. ("TCR") has indicated its intent to establish the Texas High Speed Railway on a route from Dallas to Houston that travels through Grimes County, even though TCR does not have eminent domain power; and

WHEREAS, the Draft Environmental Impact Statement ("DEIS") released in December of 2017 shows that the proposed route will cross at least forty-six county roads (and many other state, farm to market and private roads as well); and

WHEREAS, pursuant to §251.051(a) of the Texas Transportation Code, the Commissioners Court has the authority to order that public roads be laid out, opened, discontinued, closed, abandoned, vacated or altered; and

WHEREAS, neither TCR nor any actual railroad company (which TCR is not) has the authority to discontinue, close, abandon, vacate or alter any county road; and

WHEREAS, §112.059(a) of the Texas Transportation Code also provides that "each railroad company [which TCR is not] in the state shall place and keep the portion of the company's road bed and right-of-way over or across which a public county road runs in proper condition for the use of the traveling public;" and

WHEREAS, the DEIS appears to assume that the counties through which the proposed route will pass, including Grimes County, will cooperate in relocating and closing county roads to accommodate TCR's proposed route; and

WHEREAS, since the Commissioners Court of Grimes County has the sole control over all roads, highways and bridges in the county, and has the authority and obligation to ensure that any crossing of a county road by a railroad company results in the county road being maintained in its proper condition for use by the traveling public, the County Commissioners of Grimes County makes this resolution to express its intentions.

THEREFORE, the County has determined, and by this Resolution hereby determines the following:

1. The Commissioners Court does not intend to and hereby declines to close, abandon, vacate or alter any county road to accommodate the proposed the high speed railroad route; and

2. The Commissioners Court also requires that if TCR ever acquires eminent domain power and seeks to establish its route across any county road in Grimes County, the county road that is affected shall at all times, during and after construction, be maintained for use by the traveling public, including specifically the typical public uses to which county roads in Grimes County are often subjected, such as use by vehicles, equipment and machinery necessary to conduct operations, oil and gas operations (drilling, reworking, producing, etc.), farm vehicles and equipment typically used in agricultural production, manufactured and mobile homes, and all other uses, whether named or not, for which Grimes County county roads are typically used.

PASSED AND APPROVED BY A MAJORITY VOTE OF THE COMMISSIONERS COURT OF GRIMES COUNTY ON THIS THE 14th DAY OF FEBRUARY, 2018.

Joe Fauth, County Judge

Chad Mallett, Commissioner Precinct #1

David E. Dobyanski, Commissioner Precinct #2

Barbara Walker, Commissioner Precinct #3

Gary A. Husfeld, Commissioner Precinct #4

Exhibit Q

LINDA K. GRANT
County Judge

PILAR HARRIS
Administrative Assistant

COUNTY OF FREESTONE
FAIRFIELD, TEXAS 75840
903-389-3335 Fax: 903-389-3839

May 31, 2018

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION FOR CLARIFICATION

Since the STB's initial decision to decline jurisdiction of this project, our County Commissioners Court has passed resolutions and regulations to protect our County interests, specifically to request proof of eminent domain prior to any permitting for HSR construction. Additionally, since the publication of the Federal Railroad Administration's Draft Environmental Impact Statement in December of 2017, our Commissioners Court has passed a resolution highlighting our authority over County roads and restricting rerouting of those roads as a result of this project. The future planning and maintenance of roads and bridges, tax revenue, emergency response, and public safety will be impacted by this proposed Texas Central project with no meaningful coordination thus far by Texas Central.

It is apparent that Texas Central is attempting to circumvent the previously mention County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary.

It remains clear this is an intrastate project and should not be regulated federally. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If you choose to accept jurisdiction of this project, I urge you to take the required "hard look" at the project finances to ensure the interests of our citizens are properly protected. Coordination alone will come at great expense to our County. But to allow this project to proceed unchecked for financial viability will be of detriment to our County, our Great State of Texas, and the US taxpayers, as well, since federal loans will be aggressively sought to support this project.

Thank you for your consideration of this very important matter.

Signed,

Linda K. Grant

Linda K. Grant

Freestone County Judge

JOE FAUTH III
COUNTY JUDGE
Grimes County Courthouse

P.O. Box 160
Anderson, Texas 77830
Phone: 936-873-4476 • Fax: 936-873-5065



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION FOR CLARIFICATION

Since the STB's initial decision to decline jurisdiction of this project, our County Commissioners Court has passed resolutions and regulations to protect our County interests, specifically to request proof of eminent domain prior to any permitting for HSR construction. Additionally, since the publication of the Federal Railroad Administration's Draft Environmental Impact Statement in December of 2017, our Commissioners Court has passed a resolution highlighting our authority over County roads and restricting rerouting of those roads as a result of this project. The future planning and maintenance of roads and bridges, tax revenue, emergency response, and public safety will be impacted by this proposed Texas Central project with no meaningful coordination thus far by Texas Central.

It is apparent that Texas Central is attempting to circumvent the previously mentioned County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary.

It remains clear this is an intrastate project and should not be regulated federally. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If you choose to accept jurisdiction of this project, I urge you to take the required "hard look" at the project finances to ensure the interests of our citizens are properly protected. Coordination alone will come at great expense to our County. But to allow this project to proceed unchecked for financial viability will be of detriment to our County, our Great State of Texas, and the US taxpayers, as well, since federal loans will be aggressively sought to support this project.

Thank you for your consideration of this very important matter.

Signed,



County Judge

Grimes County, Texas

LEON COUNTY, TEXAS

COUNTY JUDGE BYRON RYDER

P.O. Box 429 • Centerville, TX 75833 • 903-536-2331 • 903-536-7044 fax

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION FOR CLARIFICATION

Since the STB's initial decision to decline jurisdiction of this project, our County Commissioners Court has passed resolutions and regulations to protect our County interests, specifically to request proof of eminent domain prior to any permitting for HSR construction. Additionally, since the publication of the Federal Railroad Administration's Draft Environmental Impact Statement in December of 2017, our Commissioners Court has passed a resolution highlighting our authority over County roads and restricting rerouting of those roads as a result of this project. The future planning and maintenance of roads and bridges, tax revenue, emergency response, and public safety will be impacted by this proposed Texas Central project with no meaningful coordination thus far by Texas Central.

It is apparent that Texas Central is attempting to circumvent the previously mention County regulations by reopening their application to the STB seeking federal preemption despite previously declaring STB involvement unnecessary.

It remains clear this is an intrastate project and should not be regulated federally. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If you choose to accept jurisdiction of this project, I urge you to take the required "hard look" at the project finances to ensure the interests of our citizens are properly protected. Coordination alone will come at great expense to our County. But to allow this project to proceed unchecked for financial viability will be of detriment to our County, our Great State of Texas, and the US taxpayers, as well, since federal loans will be aggressively sought to support this project.

Thank you for your consideration of this very important matter.

Signed,



Leon County Judge

Carbett "Trey" J. Duhon III
Waller County Judge

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

REPLY IN OPPOSITION TO PETITION FOR CLARIFICATION

Since the STB's initial decision to decline jurisdiction of this project, our County Commissioners Court has passed resolutions and regulations to protect our County interests, specifically to request proof of eminent domain prior to any permitting for HSR construction. Additionally, since the publication of the Federal Railroad Administration's Draft Environmental Impact Statement in December of 2017, our Commissioners Court has passed a resolution highlighting our authority over County roads and restricting rerouting of those roads as a result of this project. The future planning and maintenance of roads and bridges, tax revenue, emergency response, and public safety will be impacted by this proposed Texas Central project with no meaningful coordination thus far by Texas Central.

836 Austin Street, Suite 203 • Hempstead, Texas 77445
Office (979) 826-7700 • Fax (979) 826-2112
t.duhon@wallercounty.us

It remains clear this is an intrastate project and should not be regulated federally. I ask you to reaffirm the declination of the STB jurisdiction of the project and allow our State and local governments to determine the best path forward.

If you choose to accept jurisdiction of this project, I urge you to take the required "hard look" at the project finances to ensure the interests of our citizens are properly protected. Coordination alone will come at great expense to our County. But to allow this project to proceed unchecked for financial viability will be of detriment to our County, our Great State of Texas, and the US taxpayers, as well, since federal loans will be aggressively sought to support this project.

Thank you for your consideration of this very important matter.

Signed,



Waller County Judge

836 Austin Street, Suite 203 • Hempstead, Texas 77445
Office (979) 826-7700 • Fax (979) 826-2112
t.duhon@wallercounty.us

Exhibit R

FILED AT 10:48 A M
DIANE LeFLORE DIST. CLERK

JUL 07 2017

GRIMES COUNTY, TEXAS
BY DEPUTY

Cause No. 33,725

GRIMES COUNTY, TEXAS Plaintiff	§	IN THE DISTRICT COURT OF
VS.	§	GRIMES COUNTY, TEXAS
TEXAS CENTRAL PARTNERS, LLC and PACHECO KOCH CONSULTING ENGINEERS, INC. Defendants	§	506th JUDICIAL DISTRICT

MODIFIED SUMMARY JUDGMENT GRANTING PLAINTIFF'S MOTION

On April 26, 2017, the Court considered the Motion for Summary Judgment filed in this cause by Plaintiff, **GRIMES COUNTY, TEXAS**. After examining the pleadings timely filed, the Motion for Summary Judgment, the Responses filed, the objections to summary judgment evidence filed by **TEXAS CENTRAL PARTNERS, LLC** and **PACHECO KOCH CONSULTING ENGINEERS, INC.** which have been overruled, and the summary judgment evidence admitted for consideration, the Court finds that Plaintiff's Motion for Summary Judgment should be GRANTED.

IT IS THEREFORE ORDERED, ADJUDGED AND DECLARED that Plaintiff's Motion for Summary Judgment is GRANTED, and the Court ORDERS as follows:

> Defendants and their agents are permanently enjoined from performing survey(s) or other studies which damage, alter, or impair county-maintained rights of way.

Plaintiff is granted Judgment against Defendants for costs of suit.

All relief not expressly granted in this case is hereby denied. This judgment finally disposes of all parties and claims and is appealable.

The Court's Summary Judgment was originally SIGNED on April 26, 2017, but this Modified Judgment was Pronounced and Rendered on June 28, 2017 and SIGNED on July 7, 2017.

JUDGE PRESIDING

Exhibit S

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Reagan Wyka. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Reagan Wyka
Email: sweetreagan@gmail.com, Phone: 8327792492

3239 Woodwind Drive
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Burton Lyon. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Burton Lyon
Email: belyon75165@gmail.com, Phone: 3104138716

523 Highland Ave.
Waxahachie, TX 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Osborne. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Richard Osborne
Email: clark@madisomvillecemetery.com, Phone: 9365812256

4500 Hwy 21 West
Madisonville, TX 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Norwood. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 3018.

/s/Kathy Norwood
Email: tarheelintexas@comcast.net, Phone: 2818147299

10002 Barr Lake Dr
Houston, TX 77096

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William McClosky. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/William McClosky
Email: wmcclosky56@gmail.com, Phone: 2817320423

6253 County Road 448
Navasota, Texas 77868-6055

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WARREN TATE. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MY 23, 2018.

/s/WARREN TATE
Email: wstate92@gmail.com, Phone: 2816424566

11935 E BORDER OAK DR,
MAGNOLIA, TX 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Byron Ryder. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Byron Ryder
Email: byron.ryder@co.leon.tx.us, Phone: 9033880341

218 Chatham
Buffalo, Texas 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Keith Carter. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/23/18.

/s/Keith Carter
Email: krc@mail.utexas.edu, Phone: 5128378046

10506 Berthound Dr.
Austin, TEXAS 78758

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Garnett. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carol Garnett
Email: carolindar@aol.com, Phone: 9368942431

6860 FM 2445
Navasota, TX 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Zientek. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Zientek
Email: jimmyzientek@hotmail.com, Phone: 5127973354

20304 Frankie Lane
Pflugerville, Texas 78660

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Ward. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Daniel Ward
Email: danny@cornerstonesurveying.net, Phone: 9729233831

208 Cottonwood rd
Palmer, Texas 751523

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julie Villaescusa. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Julie Villaescusa
Email: julie.villaescusa@gmail.com, Phone: 713-248-1123

1314 Dart St
Houston, Tx 77007

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Laura Reid
Email: reidhouse7548@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Laura Reid
Email: reidhouse7548@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristin Nicholson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Kristin Nicholson
Email: kristin_buchholz@yahoo.com, Phone: 9729216079

9713 NWCR 1400
Blooming Grove, Tx 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Reeda Robinson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Reeda Robinson
Email: bdog13@icloud.com, Phone: 9363945431

7550 Corsicana St. P. O. Box 53
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Laura Reid
Email: reidhouse7548@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rick Welch. I live in Waller County County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Rick Welch
Email: MrPrspctor@aol.com, Phone: 936-931-3859

25105 Kickapoo Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dianne Ryder. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Dianne Ryder
Email: dryder@windstream.net, Phone: 9033881485

218 Chatham Street
Buffalo, Tx 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donald Verdinella. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Donald Verdinella
Email: donverdinella@reagan.com, Phone: 713-899-0896

4308 Eagleglen Drive
Keller, Texas 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Ward. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jennifer Ward
Email: jennayeasward@gmail.com, Phone: 9729233831

208 Cottonwood rd
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cathy Nichols. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May, 23, 2018.

/s/Cathy Nichols
Email: cnichols@valornet.com, Phone: 9035363317

838 S Old Bryan Rd
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Laura Reid
Email: reidhouse7548@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Leman. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Sandra Leman
Email: sandyleman@sbcglobal.net, Phone: 2816204474

32530 Dobbin-Hufsmith
Magnolia, TX us, 77354-2058

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Reeda Robinson. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Reeda Robinson
Email: bdog13@ivloud.com, Phone: 9792558312

108 FCR 801
Donie, Texas 75838

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Stern. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Thomas Stern
Email: tfstern908@yahoo.com, Phone: 832-526-0692

7490 Pvt Road 3175
Buffalo, Texas 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Stern. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Thomas Stern
Email: tfstern908@yahoo.com, Phone: 832-526-0692

7490 Pvt Road 3175
Buffalo, Texas 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janette Winkelmann. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5-23-2018.

/s/Janette Winkelmann
Email: ftwljwpres@gmail.com, Phone: 8323473498

10 Eagles Wing
Magnolia T, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Stern. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Thomas Stern
Email: tfstern908@yahoo.com, Phone: 832-526-0692

7490 Pvt Road 3175
Buffalo, Texas 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommy Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tommy Reid
Email: gpareid@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommy Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tommy Reid
Email: gpareid@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Trey Duhon. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Trey Duhon
Email: t.duhon@wallercounty.us, Phone: (979) 826-7700

826 Austin St
Hempstead, Tx 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommy Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tommy Reid
Email: gpareid@yahoo.com, Phone: 903-626-6099

7548 Hwy. 7 W.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Gaver. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/John Gaver
Email: jgaver@ActionAmerica.org, Phone: 713-253-1723

24511 Yorktown Heights Dr.
Porter, Texas 77365

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alison Rowe. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Alison Rowe
Email: alirowe24@icloud.com, Phone: 2147630593

2860 University Blvd.
Dallas, TX 75205

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edith Lagrone. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Edith Lagrone
Email: cathannnichols@gmail.com, Phone: 9036264666

1406 CR 348
Concord, Texas 77850

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mattie Epps-Franklin. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Mattie Epps-Franklin
Email: mattie.epps.tsu@gmail.com, Phone: 9729354450

567 Epps rd
Palmer, Tx 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Desi Burns Porter. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Desi Burns Porter
Email: desiburnsporter@gmail.com, Phone: 9364469404

24779 Beulah Lane
Montgomery, Texas 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edith Lagrone. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Edith Lagrone
Email: cathannnichols@gmail.com, Phone: 9036264666

1406 CR 348
Concord, Texas 77850

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Coffman. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23.2018.

/s/James Coffman
Email: ccoffman@sm-energy.com, Phone: 7138189752

15306 ledgewood park
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Callie Hollenshead. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Callie Hollenshead
Email: callie77@mac.com, Phone: 2148901878

4120 Highgrove Dr
Dallas, TX 75220

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shane Porter. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Shane Porter
Email: shane_c_porter@hotmail.com, Phone: 8323814273

24779 Beulah Ln
Montgomery, Tx 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty King. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Betty King
Email: bettyking600@gmail.com, Phone: 972-254-6993

600 Bent Tree Court
Irving, Texas 75061

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Wright. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Donna Wright
Email: donnawright52@msn.com, Phone: 9369313585

27880 Joseph rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frederick Rowe. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Frederick Rowe
Email: rickrowe@gmail.com, Phone: 9792299718

2860 University Blvd
Dallas, TX 75205

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eleanor Jackson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23 2018.

/s/Eleanor Jackson
Email: teddi21@gmail.com, Phone: 7132540712

15721 Serendipity Trail
PLANTERSVILLE, TX 77363-4003

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patrick Alloway. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Patrick Alloway
Email: alloways1017@hotmail.com, Phone: 512-577-9251

27990 Bridle Avenue
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Frank. I live in Grayson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Jennifer Frank
Email: JMH4326@YAHOO.COM, Phone: 8178055545

1066 Lake Rd
Gordonville, TX 76245

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clifford Jackson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Clifford Jackson
Email: cliffjackson_gc@yahoo.com, Phone: 7132488228

15721 Serendipity Trail
PLANTERSVILLE, TX 77363-4003

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Pasket. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Laura Pasket
Email: laura72568@gmail.com, Phone: 9367774085

14984 Highway 30
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Douglas Schultz. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Douglas Schultz
Email: dschultz004@comcast.net, Phone: 8329532873

19827 Rose Dawn Lane
Spring, TX 77379

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:51 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Billy Bruce. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Billy Bruce
Email: billybruce@att.net, Phone: 817-598-1095

1808 E Bankhead
Weatherford, Texas 76086

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Huey. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Janet Huey
Email: petstuffresale@gmail.com, Phone: 817-480-8400

26106 Lakeview Dr
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ron Williams. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Ron Williams
Email: rreilliams52@yahoo.com, Phone: 8324444317

12103 leafy Oak Way
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WYONA Ballard. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/WYONA Ballard
Email: wyonarr@gmail.com, Phone: 9363999942

12541 Bundic Rd
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is L M. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/L M
Email: marshallteam@yahoo.com, Phone: 8322475889

18823 Cove Mill
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frank M Sheridan Sr. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Frank M Sheridan Sr
Email: sprchief1944@yahoo.com, Phone: 8324148085

7911 CR 497
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Lobit. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23 2018.

/s/Susan Lobit
Email: susanlobit@yahoo.com, Phone: 2819489447

2513 county 144
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dianne Epps. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Dianne Epps
Email: eppsfarm3@gmsil.com, Phone: 97293538

567 Epps Road
Palmer, Tx 75252

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Steve Huebner. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Steve Huebner
Email: huebners@hcecwildblue.com, Phone: 9033441132

4302 PR 4010
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Pullin. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/William Pullin
Email: borger52@aol.com, Phone: 9036445733

245 fm 833 west
Streetman, Texas 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Bridges. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/George Bridges
Email: gabridges@msn.com, Phone: 832-867-6657

11578 CR 215
Anderson, TExas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 7:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Emily Patterson. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23 2018.

/s/Emily Patterson
Email: ashenflowerpetals@yahoo.com, Phone: 9364990570

19672 Village Forest Dr
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brad Pullin. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brad Pullin
Email: borger52@aol.com, Phone: 9036445733

245 FM 833 West
Streetman, Texas 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Emily Patterson. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23 2018.

/s/Emily Patterson
Email: ashenflowerpetals@yahoo.com, Phone: 9364990570

19672 Village Forest Dr
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elizabeth O'Dell. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Elizabeth O'Dell
Email: lizodell@austin.rr.com, Phone: 5127856767

1205 Debus Drive
Taylor, Texas 76574

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Williamson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Gary Williamson
Email: rd.nscc083@gmail.com, Phone: 832-457-5694

6338 Oakhill Lane
Richards, Texas 77873

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristen Brennan. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 23, 2018.

/s/Kristen Brennan
Email: kbrennan43@yahoo.com, Phone: 9365378132

2356 st Beulah Chapel rd
Montgomery, Tx 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Marshall. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Lisa Marshall
Email: marshallteam@yahoo.com, Phone: 8322475889

18823 Cove Mill
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lori Little. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Lori Little
Email: littlel_7478@yahoo.com, Phone: 9726465467

1220-B Cartwright Road
Italy, Texas 76651

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donovan Maretick. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Donovan Maretick
Email: dmaretick@fann.com, Phone: 7135699086

13331 Corzatt drive
Houston, Texas 77065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Welder. I live in Victoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Donna Welder
Email: dgwelder54@yahoo.com, Phone: 361-550-1073

2406 Lower Mission Valley Road
Victoria, Texas 77905

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elly Morris. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Elly Morris
Email: ellymorrisl@peoplepc.com, Phone: 2816821749

31799 , Stonebridge Pkwy
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Aaron Maretick. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Aaron Maretick
Email: donovanmaretick@att.net, Phone: 8328881738

13331 Corzatt Dr
Houston, Texas 77065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:12 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amy Johnson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Amy Johnson
Email: honeydojobs@msn.com, Phone: 2818020518

32327 Joseph Rd
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott Brace. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/23/18.

/s/Scott Brace
Email: scottbrace@earthlink.net, Phone: 832-248-7430

7407
Humble, Tx 77346

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judi Foster. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Judi Foster
Email: judifoster1000@gmail.com, Phone: 936-760-5273

1000 North Rivershire
Conroe, TX 77304

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marie Gouldie. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Marie Gouldie
Email: mariegouldie@live.com, Phone: 8324334639

12400 castlebridge drive
Houston, Texas 77066

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Little. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Thomas Little
Email: tlittle_76@yahoo.com, Phone: 214-336-3877

1210 B Cartwright Rd
Italy, Texas 76651

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Carson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Rebecca Carson
Email: carsonrk@hotmail.com, Phone: 832-606-8400

6926 Blandford Lane
Houston, TX 77055

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terri Hall. I live in Comal County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Terri Hall
Email: terri@TexasTURF.org, Phone: 2102750640

PO Box 29254
San Antonio, Texas 78229

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rick Pryor. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Rick Pryor
Email: tractorshop@earthlink.net, Phone: 9363482415

7262 Oxford Cemetery Road
Madisonville, TX 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beverly Farris. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Beverly Farris
Email: bfarris@consolidated.net, Phone: 936 522-7321

2428 St Beulah Chapel Rd.
Montgomery, Texas 773163

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Larry Slaughter. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Larry Slaughter
Email: larrytoddslaughter@gmail.com, Phone: 254-562-2288

101 FM 2777
Mexia, Texas 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Pryor. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/James Pryor
Email: tractorshop@earthlink.net, Phone: 9363482415

7262 Oxford Cemetery Road
Madisonville, TX 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sherry Lynn. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Sherry Lynn
Email: slynn76626@yahoo.com, Phone: 9036548631

105 N Main
Blooming Grove, Tx 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stefani Slaughter. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Stefani Slaughter
Email: stefslaughter@gmail.com, Phone: 254-562-2288

101 FM 2777
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Earleen Thomas. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Earleen Thomas
Email: earleent@sbcglobal.net, Phone: 936-203-0702

18874 Maverick Ranch Rd E
Magnolia, TX 77355

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is C. J.. Gorn. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/C. J.. Gorn
Email: old.smog@gmail.com, Phone: 9729232432

526 Moseley Rd
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Heard. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Edward Heard
Email: edwardtheard@yahoo.com, Phone: 8327547945

24 W Southfork Pines Cir
The Woodlands, TX 77381

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Phillis Allen. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Phillis Allen
Email: aplus_5@yahoo.com, Phone: 9368251405

6857 fm 3090
Anderson, Tx 77820

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelli Burkey. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Kelli Burkey
Email: kdjr58@sbcglobal.net, Phone: 9036542290

120 Post Oak Dr
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Doug and Karen Preston. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Doug and Karen Preston
Email: dpres85090@aol.com, Phone: 936-855-9922

5 Lakefront Drive – p.o. box 1607
hilltop lakes, tx 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is anne watzek. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/anne watzek
Email: awatzek@yahoo.com, Phone: 2815416648

26389 magnolia road
Hockley, Tx 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Boswell. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/James Boswell
Email: drjtbos@gmail.com, Phone: 9367883628

2620 St. Beulah Chapel Rd.
Montgomery, Texas 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lynda Huglan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Lynda Huglan
Email: hulgans123@gmail.com, Phone: 214-926-3458

1800 Risinger Rd
Ferris, TX 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol. McCormack McDonald. I live in Santa Fe County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Carol. McCormack McDonald
Email: carol.m.mcdonald@comcast.net, Phone: 5059865052

20 Calle Mi Gusto
Santa Fe, New Mexico 87506

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Glyna Brown. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Glyna Brown
Email: glynabrown@aol.com, Phone: 9363481040

4722 Jozye Rd
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Larry Richey. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Larry Richey
Email: lgrichey@rocketmail.com, Phone: 903-944-1512

2622 Roger Williams Drive
Irving, Texas 75016

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Larry Richey. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Larry Richey
Email: lgrichey@rocketmail.com, Phone: 903-944-1512

2622 Roger Williams Drive
Irving, Texas 75016

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George V Raum. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/George V Raum
Email: georaum@hotmail.com, Phone: 9364193079

12148 CR 179
Singleton, Texas 77832

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Katherine Justice. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Katherine Justice
Email: etakmack@hotmail.com, Phone: 8314026176

224 Spring Grove Drive
Waxahachie, Texas 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patsy Garcia. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Patsy Garcia
Email: pdgarcia2@gmail.com, Phone: 7135160664

28515 Hegar Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chad Guidry. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Chad Guidry
Email: chadeguidry@gmail.com, Phone: 2818139342

20014 CR 120
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Virginia Taylor. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Virginia Taylor
Email: cat.tayl.or@hcecwildblue.com, Phone: 9036265084

2569 County Road 492
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 8:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ellis W. Moses. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Ellis W. Moses
Email: emoses311@suddenlink.net, Phone: 9364433815

1 Waterford Court
Conroe, Texas 77304 1346

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elizabeth Robinson. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Elizabeth Robinson
Email: wereames@hotmail.com, Phone: 2148015822

260 long branch circle
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joan Boswell. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2008.

/s/Joan Boswell
Email: joanboswell@ymail.com, Phone: 936-597-4603

13390 Forest Lane
Monotgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jane Acker. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Jane Acker
Email: Acker207@yahoo.com, Phone: 972-937-2845

207 Johnston Blvd
Waxahachie, Texas 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is yvette epstein. I live in Leon/Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/yvette epstein
Email: yep3102@gmail.com, Phone: 8323311505

2902 Country Club Blvd
Sugar Land, Texas 77478

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Osborne. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Lisa Osborne
Email: lisa@texas-osbornes.com, Phone: 9363480747

4500 hwy 21 w
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:18 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vickie Canon. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Vickie Canon
Email: vickie.canon@yahoo.com, Phone: 214-244-8429

627 Epps Roas
Palmer, Tx 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rosemary Slade. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Rosemary Slade
Email: rsladeotr@gmail.com, Phone: 281-948-2332

31254 Strathmore Rd.
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judith Tate. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Judith Tate
Email: judytate1@gmail.com, Phone: 2812594184

11935 E. Border Oak Drive
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Craig Bryant. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Craig Bryant
Email: craigb10@live.com, Phone: 9367774951

654 LCR 862
Donie, TX 75838

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Warance Malkey. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Warance Malkey
Email: wwbubba@hotmail.com, Phone: 936-349-6308

3914 Esquire Ct.
Bryan, Texas 77808

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sterling Mason. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Sterling Mason
Email: sterling.mason@nc.navarrocollege.edu, Phone: 2547472243

777 LCR 832
Donie, Texas 75838

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clayton Buhler. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Clayton Buhler
Email: claybuhler92@gmail.com, Phone: 8326472133

15739 Oak Mountain Drive
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Teston. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Gary Teston
Email: gteston@reagan.com, Phone: 9797771104

19365 FR 219
Richards, TX 77873

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeff Lobaugh. I live in Smith County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Jeff Lobaugh
Email: captjeff01@gmail.com, Phone: 9035206069

105 E. 2nd Street
Tyler, Texas 75701

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Nevill. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Michael Nevill
Email: me.nevill@yahoo.com, Phone: 9797779850

2089 CR 212
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg Radler. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Greg Radler
Email: chooch982@gmail.com, Phone: 8322608302

4219 Edward lin
Rosharon, Texas 77583

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jon Flowers. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Jon Flowers
Email: skypig70@yahoo.com, Phone: 8329282108

11 s acacia park Cir
Spring, Tx 77382

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cynthia Flowers. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Cynthia Flowers
Email: skypig70@yahoo.com, Phone: 4049606687

11 s Acacia park Cir
Spring, Tx 77382

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristi Akers. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Kristi Akers
Email: tkwaakers@windstream.net, Phone: 9363942002

10977 CR 112
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tim Akers. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Tim Akers
Email: tkwaakers@windstream.net, Phone: 9363942002

10977 CR 112
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Theresa Neal. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Theresa Neal
Email: theresa.neal@live.com, Phone: 7132013069

21102 Binford Rd
Waller, TX 7748452B

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Zane Nicholson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Zane Nicholson
Email: jd_zane@yahoo.com, Phone: 9036548208

9713 NW County Road 1400
Blooming Grove, Texas 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 9:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Neal. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Thomas Neal
Email: nealsberryfarm@yahoo.com, Phone: 2817052340

21102 Binford Rd
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Rutkoski. I live in Mclennan County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sharon Rutkoski
Email: sharon_rutkoski@att.net, Phone: 2546443717

169 s charles
Elm mott, Tx 76640

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bob Beakley. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bob Beakley
Email: blbeakley@gmail.com, Phone: 214 236-7382

1115 Sullivan Rd
Ennis, Texas, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janeth Nevill. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/23/18.

/s/Janeth Nevill
Email: janethnevill@yahoo.com, Phone: 9797779850

2089 CR 212
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Phyllis Eix. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/23/2018.

/s/Phyllis Eix
Email: jpeix@hotmail.com, Phone: 972-396-1479

823 Heritage Pkwy.
Allen, Texas 75002

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is michael lewis. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/michael lewis
Email: mikelewis669@hotmail.com, Phone: 903-388-5820

400 LCR 879
Jewett, Tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Chappell. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23,2018.

/s/Michael Chappell
Email: mchapp40@gmail.com, Phone: 9036541740

201 PR 1287
Fairfield, TX 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is michael lewis. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/michael lewis
Email: mikelewis669@hotmail.com, Phone: 903-388-5820

400 LCR 879
Jewett, Tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:12 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Kirgan, Jr. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/James Kirgan, Jr
Email: jkirgan1963@yahoo.com, Phone: 254-625-1183

121 FCR 867N
Teague, Texas 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:12 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ron Smith. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 23, 2018.

/s/Ron Smith
Email: smithrr2@yahoo.com, Phone: 2814554377

PO Box 291084
Kerrville, Texas 78029

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:12 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kent Betts. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Kent Betts
Email: kent@lmbholdings.com, Phone: 9792297521

8331 fm 1452 w
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Woodall. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Stephen Woodall
Email: fourwfarms@hotmail.com, Phone: 9792484439

26083 Hwy 90 N
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol McCormack McDonald. I live in Santa Fe County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Carol McCormack McDonald
Email: carol.m.mcdonald@comcast.net, Phone: (505) 986-5052

20 Calle Mi Gusto
Santa Fe, NM 87506

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Aaron Pruitt. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Aaron Pruitt
Email: aaron@hornstarsoutdoors.com, Phone: 9795751532

28837 Pleasant Grove Rd
North Zulch, Tx 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matt Newman. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Matt Newman
Email: matt@matt-newman.com, Phone: 9729355789

660 Brazier Rd
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Zumwalt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Mary Zumwalt
Email: mbzumwalt@sbcglobal.net, Phone: 903 626-7353

1048 FM 39 S
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Zumwalt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Mary Zumwalt
Email: mbzumwalt@sbcglobal.net, Phone: 903 626-7353

1048 FM 39 S
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lauren Sawey. I live in Washington County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Lauren Sawey
Email: tiedyenurse@gmail.com, Phone: 9795308829

1008 Clearspring Dr
Brenham, Texas 77833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Zumwalt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Mary Zumwalt
Email: mbzumwalt@sbcglobal.net, Phone: 903 626-7353

1048 FM 39 S
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Kay. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/23/2018.

/s/Stephen Kay
Email: skay7134@mail.com, Phone: 979-229-4103

7134 Hwy 21 west
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donald Bowers. I live in Grayson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Donald Bowers
Email: dbsr@usa.net, Phone: 903-328-6984

718 US Hwy 82E Ste 121
Sherman, Texas 75090-0528

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Tune. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Nancy Tune
Email: nancy_tune@yahoo.com, Phone: 7138231740

7531 Pecan Hills Dr
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 10:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Tune. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Nancy Tune
Email: nancy_tune@yahoo.com, Phone: 7138231740

7531 Pecan Hills Dr
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathleen Glass. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Kathleen Glass
Email: wallermt@hughes.net, Phone: 281-948-2289

29315 Aztec Street
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathleen Glass. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Kathleen Glass
Email: wallermt@hughes.net, Phone: 281-948-2289

29315 Aztec Street
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathleen Glass. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Kathleen Glass
Email: wallermt@hughes.net, Phone: 281-948-2289

29315 Aztec Street
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marlin Gubser. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 23-May-2018.

/s/Marlin Gubser
Email: marlingubset@hotmail.com, Phone: 7138511307

30006 lauri lynn dr
Spring, Tx 77386

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeff Duncum. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Jeff Duncum
Email: drjdunc@yahoo.com, Phone: 2146956857

7327 Tangleglen Dr.
Dallas, Texas 75248-5621

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Jones. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 23, 2018.

/s/William Jones
Email: jones2707@gmail.com, Phone: 979 218 5097

4541 PR4100
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Jones. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 23, 2018.

/s/Janet Jones
Email: jones2707@gmail.com, Phone: 979 218 7388

4541 PR4100
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 23, 2018 at 11:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Hensley jr. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Robert Hensley jr
Email: rhensley@sbcglobal.net, Phone: 2145334079

3910 Hockaday dr
Dallas, Texas 75229

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Hall. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/21/2018.

/s/Edward Hall
Email: belindaj.edwarda@outlook.com, Phone: 2819124129

26807 Mottled Duck Ln
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is C Salandra. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/C Salandra
Email: c-salandra@att.net, Phone: 8176249244

6808 Briar Rd
Azle, TX 76020

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karyn Taylor. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Karyn Taylor
Email: metamorph2012@yahoo.com, Phone: 903-626-4783

PO Box 272
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paul Marrack. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 24 May 2018.

/s/Paul Marrack
Email: pfmarrack@gmail.com, Phone: 8323414310

29702 Castle Road
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Marrack. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kathy Marrack
Email: kathy@marrack.net, Phone: 9369319316

29702 Castle Road
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ann Slattery. I live in Anderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Ann Slattery
Email: ahslattery@juno.com, Phone: 9035492333

PO Box 1
Montalba, TX 75853

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Patterson. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Sandra Patterson
Email: sspatters@yahoo.com, Phone: 9728753146

1312 Fredrickburg
Ennis, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:43 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chris Micek. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Chris Micek
Email: chrismicek1@gmail.com, Phone: 9792195059

1904 Dartmouth st. N3
College Station, Texas 77840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gregory Sidora. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Gregory Sidora
Email: gmsidora@gmail.com, Phone: 9365824369

3011 Willowbend
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melinda Sidora. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Melinda Sidora
Email: gmsidora@gmail.com, Phone: 9365824369

3011 Willowbend
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Louis Mize. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Louis Mize
Email: louismize@hotmail.com, Phone: 9035362334

5721 CR 475
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmie Mize. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmie Mize
Email: jimmiemize@aol.com, Phone: 9035362334

5721 CR 475
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:22 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Howard Robinson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24th, 2018.

/s/Howard Robinson
Email: hjrobinson@swbell.net, Phone: 936-372-0047

17709 Equestrian Drive
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charlotte Anderson-Robinson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24th, 2018.

/s/Charlotte Anderson-Robinson
Email: char41@swbell.net, Phone: 9363720047

17709 Equestrian Drive
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:47 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Statham. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Stephen Statham
Email: statham01@gmail.com, Phone: 713-876-9571

15115 Jenista Ln
Cypress, TX 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tammy Reid. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tammy Reid
Email: tammykreid@gmail.com, Phone: 9365776890

5477 FM 977 W
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Applegate. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/William Applegate
Email: WillApplegate@yahoo.com, Phone: 2152084061

9725 Scarborough Drive
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Stafford. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Robert Stafford
Email: rstaf3327@yahoo.com, Phone: 9364443356

129 April Waters West
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Seaman. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/David Seaman
Email: waller_cobra@yahoo.com, Phone: 8324948800

20303 Kickapoo Rd
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alisija Rogers. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Alisija Rogers
Email: alisija25@yahoo.com, Phone: 9368272861

30781 , Hegar Rd.
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judith Glasgow. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Judith Glasgow
Email: jeg_31@hotmail.com, Phone: 9036952684

8098 NW CR 2080
Barry, Tx 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:48 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Hesse. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Robert Hesse
Email: jacckdog6969@gmail.com, Phone: 9369313203

28811 Sheffield rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lindsey Isbell. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lindsey Isbell
Email: lindsey_isbell@hotmail.com, Phone: 9033889600

4731 Hwy 7 West
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:57 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Keith Smith. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/Keith Smith
Email: smithcooil@yahoo.com, Phone: 9792243342

4055 Fm 1696
Iola, TX 77861-1403

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Yvonne Leftwich. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Yvonne Leftwich
Email: pleftwich@ylica.com, Phone: 7276980081

1414 W Hwy 84
Teague, Texas 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Miller. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dennis Miller
Email: nmiller418@yahoo.com, Phone: 2815076283

30003 Pinto Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Miller. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dennis Miller
Email: nmiller418@yahoo.com, Phone: 2815076283

30003 Pinto Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paul Leftwich. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Paul Leftwich
Email: pleftwich@ylica.com, Phone: 7276980081

1414 W Hwy 84
Teague, Texas 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Miller. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dennis Miller
Email: nmiller418@yahoo.com, Phone: 2815076283

30003 Pinto Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:08 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karim SEMINARIO. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Karim SEMINARIO
Email: ksemin73@yahoo.com, Phone: 8324981269

9502 Far Point Ct
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:10 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marion Smith. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Marion Smith
Email: Smitfrm@aol.com, Phone: 9037225379

2701 S HENDERSON BLVD STE B
KILGORE, Texas 75662-4032

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jena Smith. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jena Smith
Email: jinxie9082@aol.com, Phone: 9037225379

125 County Road 107 W
Henderson, Texas 75652

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laurie Knape. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Laurie Knape
Email: laurieknape@gmail.com, Phone: 936-524-7970

30359 Riley Road
Waller, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg Grissom. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Greg Grissom
Email: gw.gris@gmail.com, Phone: 7138220884

15111 Wildwood Cir
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:33 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is dave abbott. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/dave abbott
Email: the.abbotts@att.net, Phone: 2813565591

24288 Spring Dr
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Trojacek. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/John Trojacek
Email: jwtrojacek@aircanopy.net, Phone: 2146867657

1050 Rutherford Rd
Waxahachie, TX 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brenda Trojacek. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brenda Trojacek
Email: brenda_trojacek@yahoo.com, Phone: 2146867689

1050 Rutherford Rd, 10
Waxahachie, Texas 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paula Williams. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Paula Williams
Email: pjw204@gmail.com, Phone: 281-793-5611

17339 Osprey Forest Dr.
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Jackson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jennifer Jackson
Email: jrjackson77@sbcglobal.net, Phone: 2812568524

13423 General Gresham Ln
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Travis Treadway. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Travis Treadway
Email: ttreadway86@gmail.com, Phone: 9032081245

1877 CR 389
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:38 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Samuel Williams. I live in Harr County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Samuel Williams
Email: pjw204@gmail.com, Phone: 281-435-0690

17339 Osprey Forest Dr.
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christina King. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,.

/s/Christina King
Email: christinadurbinking@gmail.com, Phone: 7135940076

15111 Wildwood Cir
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kyle Abbott. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kyle Abbott
Email: kylea1992@gmail.com, Phone: 2817430155

26058 Bent Oak Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Westcott. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Donna Westcott
Email: dwestcott@woodforest.com, Phone: 936-703-3640

1942 Parnevik Pl
Conroe, TX 77304

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:47 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clyde Miller. I live in Ft Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Clyde Miller
Email: c.miller.tx@live.com, Phone: 2816650585

3419 Pebble Bay Drive
KATY, Texas 77450

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stacey Kiessling. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 21.

/s/Stacey Kiessling
Email: tuffygreer@yahoo.com, Phone: 97922938

4412 Spring Meadows Drive
College Station, Texas 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:51 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Lavin. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michelle Lavin
Email: smlavin2006@yahoo.com, Phone: 8323871030

1911 Key St
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Steve Lavin. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Steve Lavin
Email: michellelavin2013@gmail.com, Phone: 7132992379

1911 Key St
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:58 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rae Kubiak. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Rae Kubiak
Email: raeraekub@aol.com, Phone: 9363961128

7409 County Road 419
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Doucet. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carol Doucet
Email: carol@my4katz.com, Phone: 903-229-2215

2125 NW County Rd 3090
Frost, Texas 76641

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Goldberg. I live in TARRANT County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mike Goldberg
Email: grampsfu@yahoo.com, Phone: 8179844888

4829 Grinstein Drive
Fort Worth, TX 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mark Mathis. I live in Smith County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mark Mathis
Email: mmathis524@hotmail.com, Phone: 214-725-3780

13836 Birchwood Cir.
Lindale, Texas 75771

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christy Agan. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Christy Agan
Email: chrisagan@earthlink.net, Phone: 8324447489

9165 County Road 214
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christy Agan. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Christy Agan
Email: chrisagan@earthlink.net, Phone: 8324447489

9165 County Road 214
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christy Agan. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Christy Agan
Email: chrisagan@earthlink.net, Phone: 8324447489

9165 County Road 214
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is vicky jackson. I live in Liberty County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/vicky jackson
Email: vickyjackson99@yahoo.com, Phone: 9364028454

801 county road 648
Dayton, Texas 77535

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christy Agan. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Christy Agan
Email: chrisagan@earthlink.net, Phone: 8324447489

9165 County Road 214
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Weempe. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Mike Weempe
Email: fire392001@yahoo.com, Phone: 903-654-0924

1100 W. Main
Richland, Texas 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:17 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marc OGDEN. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Marc OGDEN
Email: bucephalus12@hcecwildblue.com, Phone: 9035363881

3143 County Road 490
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:17 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marc Ogden. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Marc Ogden
Email: marcogden@aol.com, Phone: 9035363881

3143 County Road 490
Normangee, Leon 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:18 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sheryl Manza. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sheryl Manza
Email: manzasa@cpchem.com, Phone: 713-301-6830

13374 Fm 362
Navasota, TX 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Justin Price. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Justin Price
Email: justin_price2010@yahoo.com, Phone: 9797162331

3214 Kashka Lane
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Quealey. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mike Quealey
Email: mpquealey@gmail.com, Phone: 936-870-8570

13374 FM 362
Navasota, TX 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:21 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pauline Ferrell. I live in Comal County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Pauline Ferrell
Email: pom3691@yahoo.com, Phone: 2103133691

286 Thoroughbred Ln
Spring Branch, Tx 78070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:22 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Quealey. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brian Quealey
Email: beingshort@yahoo.com, Phone: 936-215-9000

13374 FM 362
Navasota, TX 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is August Manza. I live in Alameda County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/August Manza
Email: manzaag@gmail.com, Phone: 510-526-1651

899 Grizzly Peak
Berkeley, CA 94708

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:26 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Myles Fuqua. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/24/2018.

/s/Myles Fuqua
Email: fuquamm@gmail.com, Phone: 281-207-5433

19901 Southwest Freeway
Sugar Land, Texas 77479

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:26 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is doug taylor. I live in ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 24,2018.

/s/doug taylor
Email: dougtaylor@allstate.com, Phone: 8174281164

500 moseley rd
ennis, tx 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is linda Ashley. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 21018.

/s/linda Ashley
Email: linda.ashley1942@yahoo.com, Phone: 9033059272

200 Sunset st apt 208
Malakoff, Texas 75148

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Heather MacFarlane. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Heather MacFarlane
Email: heather.cvranch@gmail.com, Phone: 9364997871

29300 Skymac Ranch Rd
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laurie Guinn. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Laurie Guinn
Email: LAURIEJO56@GMAIL.COM, Phone: 4697443254

4847 FM 984
ENNIS, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:32 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terry Stanley. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Terry Stanley
Email: terrystanleyemail@gmail.com, Phone: 9792556991

31322 Knebel Rd
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is linda Ashley. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/linda Ashley
Email: linda.ashley1942@yahoo.com, Phone: 214 585 9738

200 Sunset st apt 208
Malakoff, Texas 75148

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:38 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Alloway. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Karen Alloway
Email: pat.alloway@gmail.com, Phone: 512-577-9251

27990 Bridle Avenue
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty Winn. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Betty Winn
Email: njwinn@earthlink.net, Phone: 832 604 6346

7 Bentley Park Ct
Houston, TX 77070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sherry Brunson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sherry Brunson
Email: slb2113@sbcglobal.net, Phone: 9369312113

33009 Val Verde st.
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Larry Winn. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Larry Winn
Email: njwinn@earthlink.net, Phone: 832 604 6346

7 Bentley Park Ct
Houston, TX 77070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randall Walton. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Randall Walton
Email: rvwalton03@outlook.com, Phone: 9792297414

6981 CR 108
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Natalie Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Natalie Morris
Email: nat12@swbell.net, Phone: 2107054096

1464 CR 123
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vicki Walton. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Vicki Walton
Email: vwalton331@outlook.com, Phone: 9792553307

6981 CR 108
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:44 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Mahone. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jason Mahone
Email: jasonm8642@yahoo.com, Phone: 9728755252

1704 Lexington Cir
Ennis, Tx 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:47 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Goolsby. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Goolsby
Email: rgoolsby@watkinsconstruction.com, Phone: 9036411045

1320 FM 27
Wortham, Texas 76693

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:48 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kevin Loper. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kevin Loper
Email: kloper@omegaproteininc.com, Phone: 7139406167

2105 City West Blvd #500
HOUSTON, Texas 77042

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clint Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Clint Morris
Email: cdmhunting12@aol.com, Phone: 9797164273

1464 CR 123
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Thomas. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5\24/18.

/s/William Thomas
Email: lestalk7@aol.com, Phone: 936-851-2814

10365 Summer Ln
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:51 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mark Rizvi. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mark Rizvi
Email: rizvimark@yahoo.com, Phone: 7138575518

201 Song Bird Cr
Belton, TX 76513

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gene Whitesides. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Gene Whitesides
Email: Gene.whitesides@yahoo.com, Phone: 9104895540

8491 FM 978
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bradley Persinger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bradley Persinger
Email: bapersinger@yahoo.com, Phone: 4699552723

25130 Holyoke Ln
Spring, TEXAS 77373

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:58 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Smith. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Stephen Smith
Email: csmith110@slb.com, Phone: 832-341 0199

27214 Hegar Road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:02 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael McRae. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michael McRae
Email: mikemcrae54@yahoo.com, Phone: 9364193933

22410 Binford Rd
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:02 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paula Tabor. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Paula Tabor
Email: paula.tabor@gmail.com, Phone: 8133129592

16512 Grand Flower Rd
PLANTERSVILLE, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:03 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Rachac. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Stephen Rachac
Email: srac@swch2o.com, Phone: 7138241557

23880 margerstadt rd
Hockley, Texas 77447Z

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GREG SELLERS. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/GREG SELLERS
Email: gsellers@txfb-ins.com, Phone: 214-354-7738

572 CENTRAL HIGH RD
ENNIS, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:10 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Geri Kile. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Geri Kile
Email: gkile0534@yahoo.com, Phone: 8309353304

1611 Sorrel Creek
Canyon Lake, TX 78133

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:10 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Codi Waneck. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Codi Waneck
Email: cwaneck@gmail.com, Phone: 979-777-4391

10495 CR 172
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tammy Williams. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tammy Williams
Email: twilliams5858@gmail.com, Phone: 281-610-0961

10511 CR 172
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:12 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ross Justice. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Ross Justice
Email: rambone1983@yahoo.com, Phone: 361-290-1974

224 SPRING GROVE DRIVE
WAXAHACHIE, TEXAS 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:12 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Waneck. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Thomas Waneck
Email: twaneck@gmail.com, Phone: 979-575-5012

10495 CR 172
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bradley Brock. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24, 2018.

/s/Bradley Brock
Email: bradleyandshelby@sbcglobal.net, Phone: 19366614484

43 Murphy Farm Road
Huntsville, TX 77320

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carlene Mize. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carlene Mize
Email: carlenemize@aol.com, Phone: 8327975617

29407 Evergreen Hills Dr
Spring, Texas 77386

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jane Pryor. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jane Pryor
Email: tractorshop@earthlink.net, Phone: 9363482415

7262 Oxford Cemetery Road
Madisonville, TX 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:18 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beverly Pistone. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Beverly Pistone
Email: bjpistone@aol.com, Phone: 9035367223

5456 private road 1165
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:19 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Burroughs. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Linda Burroughs
Email: LindaBurroughs87@gmail.com, Phone: 281-723-5676

26400 Paint Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:19 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anita Deagen. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Anita Deagen
Email: anita.deagen@gmail.com, Phone: 972-878-4400

373 Roy Watson Road
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Darden. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Karen Darden
Email: KernRanch77@gmail.com, Phone: 281-615-0256

26400 Paint Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:21 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Deslatte. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Thomas Deslatte
Email: tdeslatte@hotmail.com, Phone: 713-927-2160

28142 Old Hwy 105W
Montgomery, TX 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alexis Deagen. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Alexis Deagen
Email: lexie.deagen@yahoo.com, Phone: 972-921-5123

1714 Christian Rd.
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tangela Bailey. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tangela Bailey
Email: tangela@propertyrepresentation.com, Phone: 5122998422

8211 Clark Road
Plantersville, Tx 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lauren Ashley. I live in United States County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lauren Ashley
Email: lauren.michelle17@icloud.com, Phone: 8322053046

29600 E Stallion Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry Harris. I live in Fayette County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jerry Harris
Email: jerryharris110404@gmail.com, Phone: 979-702-9120

202 Richard Rd
La Grange, TX 78945

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Sorenson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michelle Sorenson
Email: kmcrew@hotmail.com, Phone: 979-826-8776

30368 Waller Gladish Td
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lauren Ashley. I live in United States County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lauren Ashley
Email: lauren.michelle17@icloud.com, Phone: 8322053046

29600 E Stallion Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Sorenson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michelle Sorenson
Email: kmcrew@hotmail.com, Phone: 979-826-8776

30368 Waller Gladish Td
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lauren Ashley. I live in United States County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lauren Ashley
Email: lauren.michelle17@icloud.com, Phone: 8322053046

29600 E Stallion Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Sorenson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michelle Sorenson
Email: kmcrew@hotmail.com, Phone: 979-826-8776

30368 Waller Gladish Td
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Darden. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Karen Darden
Email: kernranch77@gmail.com, Phone: 2816150256

26400 Paint Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CURTIS DEAGEN. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/CURTIS DEAGEN
Email: deagen.trailers@sbcglobal.net, Phone: 9729893015

373 ROY WATSON RD.
ENNIS, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stan Emmerich. I live in montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/Stan Emmerich
Email: caemmerich@hotmail.com, Phone: 281-814-7853

32902 couples court
magnolia, tx 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teena Adams. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Teena Adams
Email: tadams@chalks.com, Phone: 979-324-5782

727 West Church Street
Centerville, TX 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amanda Murrell. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Amanda Murrell
Email: amanda01_kay@yahoo.com, Phone: 2818315216

29600 E. Stallion Ln
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clinton Adams. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Clinton Adams
Email: clint@centervillevfd.com, Phone: 979-676-2935

1191 FM 1119
Centerville, TX 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Ward. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/24/18.

/s/William Ward
Email: Kyle@calibervoiceanddata.com, Phone: 214-802-1800

260 Cottonwood
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dora Lane. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dora Lane
Email: dora.lane62@gmail.com, Phone: 9364193342

16626 Pine Lane
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carolyn Marks. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carolyn Marks
Email: milbygrad@att.net, Phone: 281-635-8755

14274 FM 1887
Hempstead, TX 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:43 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Heather Adams. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Heather Adams
Email: heatheradams@shsu.edu, Phone: 9796762975

1191 FM 1119
Centerville, TX 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:44 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judy McRight. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Judy McRight
Email: mcrighttuf@aol.com, Phone: 2145346016

P.O. Box 84
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Wilson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Wilson
Email: jimmy6334@aol.com, Phone: 936-372-5025

28888 Sorrel Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is linda Ashley. I live in Henderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/linda Ashley
Email: linda.ashley1942@yahoo.com, Phone: 2145859738

200 Sunset apt 208
Malakoff, Tex 75148

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clint Adams. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Clint Adams
Email: cvfd3557@yahoo.com, Phone: 9796762935

1191 FM 1119
Centerville, TX 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gayle Underwoood. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Gayle Underwoood
Email: gayleunderwood@yahoo.com, Phone: 972-825-3767

2790 Wilson Road
Palmer, Texas 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mattie Ordaz. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mattie Ordaz
Email: moomzig@aol.com, Phone: 2813568844

23602 Saxon Way
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carl Cannon. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carl Cannon
Email: carl.cannon@madisoncountytx.org, Phone: 936-348-1619

103 W Trinity St Ste 115
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Claudia Smith. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Claudia Smith
Email: tamarack222@gmail.com, Phone: 8325844605

23525 Glass Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Cline. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/Stephen Cline
Email: stevecline2@gmail.com, Phone: 8323729596

16203 Majestic Oaks Dr
Rosharon, Texas 77583

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Harvey Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Harvey Morris
Email: morrishwfb@juno.com, Phone: 9368703077

11074 Vista Lake Court
Navasota, Texas 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leah Clark. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Leah Clark
Email: leahkalexander@yahoo.com, Phone: 5128252569

405 Dove Haven Street
Round Rock, TX 78864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott Robinson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Scott Robinson
Email: scottarobinson68@gmail.com, Phone: 240-354-3163

10423 Abbey Lane
Iola, Texas, TX 77861-3638

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Thompson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brian Thompson
Email: brianthompsontke@gmail.com, Phone: 2815413714

5976 cr 344
Navasota, Tx 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Huston. I live in US County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/John Huston
Email: johnhuston65@yahoo.com, Phone: 409-935-4412

7 South Skimmer
La Marque, Texas 77568

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diana Whitesell. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Diana Whitesell
Email: dianawhitesell@windstream.neet, Phone: 936-396-6518

20015 FM 3 South
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betha Wyatt. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Betha Wyatt
Email: bethawyatt@gmail.com, Phone: 9727236446

501 N. 1st Street
Midlothian, Texas 76065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Patchett. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Stephen Patchett
Email: spatchettjr@gmail.com, Phone: 8327316240

26726 Magnolia Road
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Sims. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Stephen Sims
Email: ssims@agentra.com, Phone: 214-212-0996

7322 Danashire Ave.
Dallas, Texas 75231

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is mark howard. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 24,2018.

/s/mark howard
Email: mark-howard@sbcglobal.bet, Phone: 2817433879

10018 Pine Flats
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristy Parchett. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/Kristy Parchett
Email: kpatjr@hotmail.com, Phone: 8327316241

26726 Magnolia Rd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julie Ward. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Julie Ward
Email: julieannward@verizon.net, Phone: 2142642253

9901 Links Fairway Drive
Rowlett, TX 75089

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CLAYTON HUNTER. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/CLAYTON HUNTER
Email: clayh886@gmail.com, Phone: 214-460-2303

1714 Christian Rd.
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Finch. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5-24-2018.

/s/George Finch
Email: finchranch1@yahoo.com, Phone: 8324351795

2212 Lomax School Rd
LaPorte, Texas 77571

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dana Mandell. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dana Mandell
Email: ojaidana@hotmail.com, Phone: 8057010399

3940 highway 21w
Madisonville, TX 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christen Workman. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Christen Workman
Email: christen@texansagainsthsr.com, Phone: 9793982812

4181 FM 39 N
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:17 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kyle Workman. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kyle Workman
Email: kyle@texansagainsthsr.com, Phone: (979) 216-5960

4181 FM 39 N
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:18 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Lynch. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/David Lynch
Email: UncleD33@sbcglobal.net, Phone: 9363495737

8995 hwy 75 north
Madisonville, TEXAS 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Caroline Ward. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Caroline Ward
Email: caroline.ward87@yahoo.com, Phone: 972-523-1908

208 Cottonwood
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tracy Hobdy. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Tracy Hobdy
Email: thobdy@hotmail.com, Phone: 713-502-0591

27335 S. Karaugh Dr.
Richmond, Texas 77406-7741

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:27 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Rollings. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Gary Rollings
Email: germkr78@yahoo.com, Phone: 713-806-9379

32210 Divot Drive
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brandy Harris. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/244/2018.

/s/Brandy Harris
Email: bharris16251@gmail.com, Phone: 214-399-0325

1404 Nichols Street
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Abbott. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Karen Abbott
Email: ktatherapy@sbcglobal.net, Phone: 2813565591

24288 spring Dr
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Eagle. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/James Eagle
Email: me@deagletx.net, Phone: 2145360369

173 Almand Rd.
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Will Mallett. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24th, 2018.

/s/Will Mallett
Email: willmallett@tamu.edu, Phone: 9363495127

9853 Cr. 102
North Zulch, TX 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Fewell. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/George Fewell
Email: blueknowledge@hotmail.com, Phone: 214-533-1908

1008 Wilson Rd
Lancaster, TEXAS 75146

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:32 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jay Cruzan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jay Cruzan
Email: jay@calibervoiceanddata.com, Phone: 9727654411

2520 Wilson Rd
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:38 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Duncan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05-24-2018.

/s/Linda Duncan
Email: lduncan2008@sbcglobal.net, Phone: 21418017491

400 Westview Terrace
Midlothian, Texas 75065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert White. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Robert White
Email: bob@watsongrinding.com, Phone: 713-906-5830

27440 Waller Spring Creek Rd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Colleen Womack. I live in San Saba County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Colleen Womack
Email: womack@centex.net, Phone: 325-372-3127

1785 FM 1480
San Saba, TX 76877

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:43 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GEORGE FAULKNER. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24,2018.

/s/GEORGE FAULKNER
Email: TPSFAULKNER@AOL.COM, Phone: 9038722485

2031 SOUTH BUSINESS 45
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KATHRYN FAULKNERG7J. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24,2018.

/s/KATHRYN FAULKNERG7J
Email: TPSFAULKNER@AOL.COM, Phone: 9038722485

2031 SOUTH BUSINESS 45
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is barry adams. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 24, 2018.

/s/barry adams
Email: barryadams@ectisp.net, Phone: 2145772798

402 green acres dr
palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry DeFoor. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

/s/Jerry DeFoor
Email: jwdefoor@swbell.net, Phone: 7134667744

16110 Congo Ln
Jersey Village, Texas 77040-2010

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:46 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KATHRYN FAULKNER. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24,2018.

/s/KATHRYN FAULKNER
Email: TPSFAULKNER@AOL.COM, Phone: 9038722485

8303 FM 416
STREETMAN, Texas 75859-7113

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:46 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Belinda Hall. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/Belinda Hall
Email: belindaj.edwarda@outlook.com, Phone: 2819124129

26807 mottled duck ln
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:48 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GEORGE FAULKNER. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24,2018.

/s/GEORGE FAULKNER
Email: TPSFAULKNER@AOL.COM, Phone: 9038722485

8303 FM 416
Corsicana, Texas 75859-7113

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is M. J. McReynolds. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/M. J. McReynolds
Email: mmcreyno@austincc.edu, Phone: 505-480-4356

15824 FM 1394
Wortham, Texas 76693

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Renee Adair. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Renee Adair
Email: equinedance70@gmail.com, Phone: 2817287430

25770 Century Oaks Blvd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Renee Adair. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Renee Adair
Email: equinedance70@gmail.com, Phone: 2817287430

25770 Century Oaks Blvd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:58 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Latray. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michelle Latray
Email: michellelatray@nctv.com, Phone: 2547295180

3751 FM 3371
GROESBECK, TX 76642

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Brooks. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/George Brooks
Email: edwardlive@live.com, Phone: 903-879-1569

10143 W FM 744
Barry, Texas 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Phillips. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brian Phillips
Email: barnstarn@yahoo.com, Phone: 972-423-9284

2958 Canis Circle
Garland, Texas 75044

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patrick Downs. I live in Kaufman County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 24 , 2018.

/s/Patrick Downs
Email: patrickwdowns@hotmail.com, Phone: 8179140031

601 A Johnson St.
Terrell, TX 75160

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is W.L. Bane, Jr. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/W.L. Bane, Jr
Email: wlbanejr@gmail.com, Phone: 7138061843

P.O. Box 496
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is W.L. Bane, Jr. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on mAT 24 2018.

/s/W.L. Bane, Jr
Email: wlbanejr@gmail.com, Phone: 7138061843

P.O. Box 496
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra Ferris. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Debra Ferris
Email: debiferris53@yahoo.com, Phone: 281-433-2529

19423 Scruggs Rd, 19423
HEMPSTEAD, TX 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Nash. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jim Nash
Email: jim.nash@ecolab.com, Phone: 9033914295

1107 E Morris, Apt A
Madisonville, Texas 75850

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Bardwell. I live in Gregg County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Bardwell
Email: jbardwell@gladewatermirror.com, Phone: 903-235-8543

211 N. Main St.
Gladewater, Texas 75647

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Jaster. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/George Jaster
Email: jaster403@gmail.com, Phone: 9363484997

P O Box 481
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Renee Pitre. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/18.

/s/Renee Pitre
Email: renee9398@yahoo.com, Phone: 281-636-5348

26400 Saddle Hornd Dr
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:38 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Burton. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/George Burton
Email: bill.burton@sbcglobal.net, Phone: 936-931-2332

21703 Binford Road
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shirely Buckner. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/Shirely Buckner
Email: sbuck1951@gmail.com, Phone: 979-865-2941

14507 Sommermeyer
Houston, Texas 77041

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sam Baker. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sam Baker
Email: sbaker@ffin.com, Phone: 936-524-1627

Hwy 39 S
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom Hunt. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tom Hunt
Email: tdhunt@gmx.com, Phone: 512-850-7650

3813 Vallarta Ln
ROUND ROCK, Texas 78681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Darcy. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Karen Darcy
Email: edankar@aol.com, Phone: 713-806-7189

577 Edgewood Dr
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:03 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Plemons. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mary Plemons
Email: qmjranch@yahoo.com, Phone: 903-872-5997

5787 FM 744
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:03 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Hecht. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brian Hecht
Email: brian.hecht@treehouse1.com, Phone: 979-213-0121

9567 Hensarling Ln.
Bryan, TX 77808

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Szymczak. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Barbara Szymczak
Email: tbczak@yahoo.com, Phone: 9368732536

1854 Hwy 90 N
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pamela Schroeder. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Pamela Schroeder
Email: pamschroeder@hotmail.com, Phone: 2814876917

6827 Cedar Point Srive
Pasadena, Texas 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Carl. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Robert Carl
Email: bobbyc1@airmail.net, Phone: 2147732281

109 Orchard Acres Court
Ennis, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:07 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joseph Carrico. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Joseph Carrico
Email: tracy@swos.net, Phone: 713-882-3779

12902 Lady Jane Ct
Houston, Texas 77044

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:08 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Szymczak. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Barbara Szymczak
Email: tbczak@yahoo.com, Phone: 9368732536

1854 Hwy 90 N
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elizabeth Breaux. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Elizabeth Breaux
Email: elizabeth.w.breaux@gmail.com, Phone: 8326737700

31411 Bearing Star Lane
Tomball, Texas 77375

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Szymczak. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Thomas Szymczak
Email: tbczak@yahoo.com, Phone: 9368732536

1854 Hwy 90 N
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:12 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Robinson. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/John Robinson
Email: John.Robinson42@att.net, Phone: 936-439-9494

1601 Durham
Huntsville Texas 77340, Texas 77340

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anne Watzek. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Anne Watzek
Email: awatzek@yahoo.com, Phone: 2815416648

26380 magnolia road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:22 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth Wagner. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kenneth Wagner
Email: kenneth.w.wagner@gmail.com, Phone: 8327682529

14613 Gingham Rd. S.,
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Gegenheimer. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Robert Gegenheimer
Email: robert@cottonmesawhitetail.com, Phone: 9036543416

200 north 13th street suite 112
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eileen Sherudan. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Eileen Sherudan
Email: iamfoxfire810@yahoo.com, Phone: 8324147697

7911 CR 497
Marquez, Tx 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:26 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lexie Herrmann. I live in Burleson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lexie Herrmann
Email: lexieherrmann@gmail.com, Phone: 9798201347

4647 Highway 36 S
Caldwell, Texas 77836

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sofia Nolte. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sofia Nolte
Email: sofia.nolte@hcjpd.hctx.net, Phone: 8324895326

29979 w. Stallion ln
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Nolte. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Richard Nolte
Email: barairconditioning@gmail.com, Phone: 8325771484

29979 w. Stallion ln
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:38 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joshua Sandoval. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Joshua Sandoval
Email: joshcsandoval@Gmail.com, Phone: 8324201761

29979 w. Stallion ln
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nadia Nolte. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Nadia Nolte
Email: snolte71@gmail.com, Phone: 9363723461

29979 w. Stallion ln
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JAMES ALEXANDER. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24, 2018.

/s/JAMES ALEXANDER
Email: JVAFISHNUT@YAHOO.COM, Phone: 7132483776

6000 DUGGAN LANE
NORTH ZULCH, TEXAS 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:46 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Hillary Trant. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Hillary Trant
Email: hjeannine05@hotmail.com, Phone: 9368705405

18178 FM 244
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ashley Bonds. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Ashley Bonds
Email: lonestargirl222@yahoo.com, Phone: 2813305231

25940 Brushy creek dr
Hockley, Tx 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Risinger. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/David Risinger
Email: risingerdd@gmail.com, Phone: 972-449-3287

2100 Risinger Road
Ferris, Texas 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Risinger. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/David Risinger
Email: risingerdj@gmail.com, Phone: 972-544-2509

2010 Risinger Road
Ferris, Texas 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:57 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Burt Maddox. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Burt Maddox
Email: burtmaddox@msn.com, Phone: 903-673-1809

372 SW CR 3050
Purdon, Texas 76679

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:57 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Geneva Risinger. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Geneva Risinger
Email: ddris@live.com, Phone: 972-544-2509

2010 Risinger Road
Ferris, Texas 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is RAMMY Jurica. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/RAMMY Jurica
Email: rammyjurica@aol.com, Phone: 9728783090

5019 FM 1181
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alan Johnson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Alan Johnson
Email: alan_johnson@ppg.com, Phone: 7136325918

17503 Rustington Drive
Klein, Texas 77379

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelley Cruzan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kelley Cruzan
Email: kwcruzan@gmail.com, Phone: 2145775000

2520 Wilson Rd.
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Monica Manning. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Monica Manning
Email: monicalayne63@gmail.com, Phone: 8179058920

6150 Browning dr
NRH, Tx 76180

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelly Shannon. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kelly Shannon
Email: kaj913@yahoo.com, Phone: 7134474492

5814 Kiam St
Houston, TX 77007-1012

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patrick Shannon. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Patrick Shannon
Email: nodcc@yahoo.com, Phone: 7138996005

5814 Kiam Street
Houston, Texas 77007

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rob Billing. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Rob Billing
Email: rbilling@nmpia.com, Phone: 8325818334

18651 fm 2620
Bedias, Tx 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Justin Duncum. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Justin Duncum
Email: jduncum@hotmail.com, Phone: 2813006973

16485 Triple Ridge
College Station, TX 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Furber. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Barbara Furber
Email: barbie@thefurbers.com, Phone: 281-782-7429

11007 Crawford Circle
Montgomery, Texas 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nandra Dennis. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Nandra Dennis
Email: nandradennis@yahoo.com, Phone: 7135821080

27190 Mitchell Road
Hempstead, Tx 77444

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Warren. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 24, 2018.

/s/William Warren
Email: warrenw@5wcattleco.com, Phone: 832-226-7986

27930 Mound Rd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alicia Logan. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Alicia Logan
Email: alila2121@aol.com, Phone: 2547094236

1410 LCR 760
Groesbeck, Texas 76642

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sam Dennis. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sam Dennis
Email: sam@samdennisonline.com, Phone: 9362412163

27190 Mitchell Road
Hempstead, Tx 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paulette Harris79AH. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Paulette Harris79AH
Email: paulettеharris1125@gmail.com, Phone: 7138262002

26047 Magnolia Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Ready. I live in Marion County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michelle Ready
Email: mlrwuzfuz@gmail.com, Phone: 5019447165

318 Lakeside Place
Avinger, Texas 75630

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julya Rebstock. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 208.

/s/Julya Rebstock
Email: Jhrebstock@yahoo.com, Phone: 7133042664

3838 Malone Rd
Midway, TX 75852

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kyle Kutach. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kyle Kutach
Email: kkutach@hotmail.com, Phone: 9725232965

3745 FM 1446
Waxahachie, Texas 75167

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leon Myers. I live in Hunt County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Leon Myers
Email: Lmyer28267@aol.com, Phone: 2145423848

1720 e rabbit cove rd
West Tawakoni, Texas 75474

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JoAnn Alexander. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/JoAnn Alexander
Email: aggiejo267@aol.com, Phone: 5129472085

696 CR 267
Georgetown, Texas 78628

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is barbara scarcella. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/24/18.

/s/barbara scarcella
Email: scarcbs@gmail.com, Phone: 9368942541

17097 bridle ct, 18
WALLER, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerrod Harrison. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jerrod Harrison
Email: jerrodharrison@yahoo.com, Phone: 5126261998

117 Rhinestone Cv
Liberty Hill, TX 78642

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristen Hays. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kristen Hays
Email: redraider0895@gmail.com, Phone: 903-875-4548

401 N 38th Street
Corsicana, TX 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Miriam Lee. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Miriam Lee
Email: mlee4390@gmail.com, Phone: 9363480104

30 Cherokee
Hilltop Lakes, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Honeycutt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Richard Honeycutt
Email: richardnhoneycutt@yahoo.com, Phone: 2814551552

PO Box 223
Flynn, Texas 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Honeycutt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Richard Honeycutt
Email: richardnhoneycutt@yahoo.com, Phone: 2814551552

PO Box 223
Flynn, Texas 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Honeycutt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Richard Honeycutt
Email: richardnhoneycutt@yahoo.com, Phone: 2814551552

PO Box 223
Flynn, Texas 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joshua Want. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Joshua Want
Email: josh@joshuatyi.com, Phone: 2813890720

24727 Sandusky Dr
Tomball, TX 77375

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 12:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darren Urie. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Darren Urie
Email: darrenurie@hotmail.com, Phone: 281-799-2041

18622 Fern st
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teresa Honeycutt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Teresa Honeycutt
Email: ginger_honeycutt@yahoo.com, Phone: 2814551552

PO Box 223
Flynn, Texas 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Regina Rogers. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Regina Rogers
Email: rrogersandjosh@tahoo.com, Phone: 2146818866

221 Shadow Bend Dr
Red Oak, TX 75154

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Russell. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Mary Russell
Email: leemarythames@aol.com, Phone: 9728818349

1412 Thames Drive
Plano, Texas 75075

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judy Doughty. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Judy Doughty
Email: judy@rcjrocks.com, Phone: 71332071977

31881 Mimosa Lane
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dani Moore. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dani Moore
Email: dmoore1064@aol.com, Phone: 2813891119

134 Waterfront Dr.
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Allan Moore. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Allan Moore
Email: admoore1064@gmail.com, Phone: 7138238988

134 Waterfront Dr.
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Pettey. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Susan Pettey
Email: petteysusan@gmail.com, Phone: 9792550088

2401 Barak Lane
Bryan, Texas 77802EAE9

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christine Smith. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Christine Smith
Email: kc5zjl@earthlink.net, Phone: 832-731-6369

26895 Riley Road
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Fonda Goode. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Fonda Goode
Email: fdgoode@sbcglobal.net, Phone: 2817055252

31389 Strathmore Rd
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott Grieger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Scott Grieger
Email: scotgrieger@gmail.com, Phone: 8328461813

8207 Brinkworth Ln
Houston, Texas 77070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 1:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lindsey Williams. I live in Washington County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lindsey Williams
Email: lindseyhafner@gmail.com, Phone: 9364428674

1675 Old Navasota rd
Brenham, Tx 77833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Candice Barousse. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Candice Barousse
Email: c.barousse@aol.com, Phone: 936-582-1933

18735 Grand Harbor Point
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Mark Duncum. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/John Mark Duncum
Email: mark@doublecreekcapital.com, Phone: (940) 393-3096

5888 PR 4270
Leona, Texas 75850

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Becky Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Becky Morris
Email: bemorris62@aol.com, Phone: 9365814535

1464 County Road 123
Bedias, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeff Johnson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jeff Johnson
Email: jjirishtaco@gmail.con, Phone: 9364197584

32327 Joseph rd
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Allen Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Allen Morris
Email: bemorris62@aol.com, Phone: 9365814536

1464 County Road 123
Bedias, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Patton2. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/John Patton2
Email: sandtpatton@gmail.com, Phone: 2813438825

1511 Forest Bend Drive
Sugar Land, Texas 77479

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Allan Symmank. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Allan Symmank
Email: symmank78@gmail.com, Phone: 2816208991

29211 Hay Meadow Ct.
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Barousse. I live in montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on mmay 24, 2018.

/s/John Barousse
Email: c.barousse@aol.com, Phone: 9365821933

18735 grand harbor point
montgomery, tx 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Ephlin. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Edward Ephlin
Email: ed.ephlin@navarrocollege.edu, Phone: 9033882476

12239 FM 1394
Wortham, TX 76693

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rachel Brown. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Rachel Brown
Email: brown872@hotmail.com, Phone: 8324584218

147 Country Crossing Cir
Magnolia, Tx 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kacey Meurer. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kacey Meurer
Email: kacey@ncoo.org, Phone: 4095390062

13331 Corzatt Dr
Houston, TX 75551

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janice Hensley. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24th, 2018.

/s/Janice Hensley
Email: txjan23@sbcglobal.net, Phone: 214-763-2354

3910 Hockaday Drive
Dallas, Texas 75229

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Steve Boyd. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Steve Boyd
Email: Sboyd@reagan.com, Phone: 7134435986

38405 Woodland Lakes Ct
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Lynn Faulk. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Mary Lynn Faulk
Email: cavemc@aol.com, Phone: 7133921040

111 Tonkawa
Hilltop Lakes, Texas 87871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joyce Floyd. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Joyce Floyd
Email: jlfloyd18@hotmail.com, Phone: 936-760-5487

PO Box 49
Roans Prairie, TX 77875

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Angie Hitt. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/24/18.

/s/Angie Hitt
Email: angiehitt@gmail.com, Phone: 254-223-1309

15824 FM 1394
Wortham, TX 76693

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Magan Smith. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Magan Smith
Email: maganesmith@gmail.com, Phone: 9365813237

5286 Sagewood Drive
College Station, Texas 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg Smith. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Greg Smith
Email: gregasmith10@gmail.com, Phone: 9792205845

5286 Sagewood Drive
College Station, Texas 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Sackett. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Sackett
Email: jimastx@yahoo.com, Phone: 8324197977

32906 Grove Park
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Sackett. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Sackett
Email: jimastx@yahoo.com, Phone: 8324197977

32906 Grove Park
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Sackett. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Sackett
Email: jimastx@yahoo.com, Phone: 8324197977

32906 Grove Park
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brenda Richards. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brenda Richards
Email: brenda_s_richards@yahoo.com, Phone: 936-399-5791

13949 W. Hwy 21
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kaylee Guy. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/18.

/s/Kaylee Guy
Email: kguy@primedownhole.com, Phone: 8327217838

5430 Village Springs Dr
Houston, TX 77339

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tonya Clifton. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tonya Clifton
Email: tonya920@gmail.com, Phone: 281-381-2223

1045 Hill Road
Houston, TX 77037

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is lola rodgers. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/lola rodgers
Email: lolamrodgers@gmail.com, Phone: 8324011933

25408 Bates Road
Splendora, Tx 77372

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 2:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jenny Higgs. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jenny Higgs
Email: pilotmama3@gmail.com, Phone: 9727540043

1532 Princeton
Corsicana, Tx 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Howard Buckalew. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Howard Buckalew
Email: hbuckalew@netzero.com, Phone: 7138592275

2229 Friarwood Trail
Kingwood, Texas 77339

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Poteet. I live in McLennan County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jason Poteet
Email: jrpbu@hotmail.com, Phone: 409-750-1281

116 Stone Lake Dr
Wodoway, Texas 76712

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shawn Poteet. I live in McLennan County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Shawn Poteet
Email: shawnpoteet@aol.com, Phone: 409-750-3412

116 Stone Lake Dr
Woodway, Texas 76712

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox Crider. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cox Crider
Email: cox@glade.net, Phone: 2545625149

P.O. Box 988, 374 Lcr 504
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox Crider. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cox Crider
Email: cox@glade.net, Phone: 2545625149

P.O. Box 988, 374 Lcr 504
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox Crider. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cox Crider
Email: cox@glade.net, Phone: 2545625149

P.O. Box 988, 374 Lcr 504
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox Crider. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cox Crider
Email: cox@glade.net, Phone: 2545625149

P.O. Box 988, 374 Lcr 504
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jody Smith. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jody Smith
Email: j.smith@bediasbank.com, Phone: 936-395-1117

25798 Hwy 90 N
Bedias, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox Crider. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cox Crider
Email: cox@glade.net, Phone: 2545625149

P.O. Box 988, 374 Lcr 504
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JODY SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/JODY SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951117

25798 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox Crider. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cox Crider
Email: cox@glade.net, Phone: 2545625149

P.O. Box 988, 374 Lcr 504
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DOYLE LYLE SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/DOYLE LYLE SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951117

25798 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is PAIGE SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/PAIGE SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951117

25798 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mercedes Garcia. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Mercedes Garcia
Email: debatemomma10@yahoo.com, Phone: 2146820241

591 Ewing Road
Ferris, Texas 76125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ANSLEY SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/ANSLEY SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951117

25798 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WILL SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/WILL SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951117

25798 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roxanne Pointer. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Roxanne Pointer
Email: r.pointer50@gmail.com, Phone: 979-218-5915

20435 Highway 90 N
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WALKER SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/WALKER SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951117

25798 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shannon McDonald (McCormack Farms) Neese. I live in Cobb County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Shannon McDonald (McCormack Farms) Neese
Email: sneese2@bellsouth.net, Phone: 7704365858

3321 Fieldwood Drive SE
Smyrna, GA 30080

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Pointer. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/John Pointer
Email: r.pointer50@gmail.com, Phone: 979-218-4011

20435 Highway 90 N
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BRYCE SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/BRYCE SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951213

25546 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LYNN SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 24, 2018.

/s/LYNN SMITH
Email: J.SMITH@BEDIASBANK.COM, Phone: 9363951213

25546 HWY 90 N
BEDIAS, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Powell. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carol Powell
Email: cactuspearflwr48@yahoo.com, Phone: 3256556343

838 Cactus Ln
San Angelo, TX 76903

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CATHY PARKER. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05-24-2018.

/s/CATHY PARKER
Email: CECOMPARETTO@GMAIL.COM, Phone: 7135306053

7188 CLEBURNE
IOLA, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Don Boullion. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Don Boullion
Email: r.pointer50@gmail.com, Phone: 936-395-0121

20435 Highway 90 N
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 3:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dylan Pointer. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Dylan Pointer
Email: r.pointer50@gmail.com, Phone: 936-395-0058

20435 Highway 90 N
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Parker Thompson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Rebecca Parker Thompson
Email: indulgeoneself@yahoo.com, Phone: 7135026698

26700 Rice Road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Buster Williams. I live in Erath County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Buster Williams
Email: jlbwilliams@sbcglobal.net, Phone: 817-946-6267

678 CR 183
Stephenville, TX 76401

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chad Pyland. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Chad Pyland
Email: chad.pyland@yahoo.com, Phone: 7703779147

18380 CR 147
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Sword. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Dennis Sword
Email: dsword.ssr@gmail.com, Phone: 936-348-4000

3094 CR 176
Singleton, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Keith Matthews. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Keith Matthews
Email: kmatth33@yahoo.com, Phone: 291-961-0786

19416 Rustic Lane
Magnolia, TX 77355

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ty Sword. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Ty Sword
Email: tsword.ssr@gmail.com, Phone: 936-348-1361

3094 CR 176
Singleton, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Durbin Jr. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Charles Durbin Jr
Email: cdurbinjr@sbcglobal.net, Phone: 8173133846

8616 Tangleridge Dr
Fort Worth, TX 76123

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Sword. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Rebecca Sword
Email: bsword.ssr@gmail.com, Phone: 936-348-0456

3094 CR 176
Singleton, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chester Patton. I live in Gillespie County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Chester Patton
Email: RanchoMilagroHarper@gmail.com, Phone: 15127503506

345 Concho Trail
Harper, TX 78631

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Rodgers. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brian Rodgers
Email: brodg@rocketmail.com, Phone: 512-577-1696

4101 CR 239
Georgetown, Texas 78633

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jana Hayes. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2017.

/s/Jana Hayes
Email: jzhayes@crosscountryland.com, Phone: 214-232-3624

4560 Belt Line Rd., Ste. #300
Addison, TX 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg Hayes. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Greg Hayes
Email: ghayes@crosscountryland.com, Phone: 214-801-8889

4560 Belt Line Rd. Ste. 428
Addison, TX 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Toni Joyner. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/18.

/s/Toni Joyner
Email: tmj2007@yahoo.com, Phone: 936-348-1073

6357 FM 978
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Theresa Lorenzana. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Theresa Lorenzana
Email: tlorenzana@crosscountryland.com, Phone: 972-387-8726

4560 Belt Line Rd., Ste. 428
Addison, TX 75001-4518

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lori Bruno. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 20-8.

/s/Lori Bruno
Email: blake7511@aol.com, Phone: 2818149754

30021 roundup drive
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joseph Tutt. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Joseph Tutt
Email: joetutt@hotmail.com, Phone: 8178803425

6737 Glenbrook Lane
Fort Worth, Texas 76133

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jackie Jamme. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jackie Jamme
Email: info@crosscountryland.com, Phone: 972-387-9040

4560 Belt Line Rd., Ste. 428
Addison, TX 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Akins. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sandra Akins
Email: admin@crosscountryland.com, Phone: 972-387-8726

4560 Belt Line Rd., Ste. 428
Addison, TX 75001-4518

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Raymond Hayes. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Raymond Hayes
Email: rhayes@crosscountryland.com, Phone: 214-232-3624

4560 Belt Line Rd., Ste. 428
Addison, TX 75001-4518

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rodney Allen. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Rodney Allen
Email: rodneygallen49@gmail.com, Phone: 9728256587

1529 Basinger Rd
Ennis, Tx 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ford Frost. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Ford Frost
Email: frost-ht@swbell.net, Phone: 713 6588000

2930 Revere st. suite 300
Houston, Texas 77098

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Grace Riley. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Grace Riley
Email: seaobuster@gmail.com, Phone: 8324929815

430 W. Saint Marys
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MICHAEL HESS. I live in ROBERTSON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/2018.

/s/MICHAEL HESS
Email: MDRANCH@SBCGLOBAL.NET, Phone: 7132529164

3639 BECKTOLD ROAD
FRANKLIN, TEXAS 77856

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kyle Hayes. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kyle Hayes
Email: kghayes07@gmail.com, Phone: 903/229-0700

4832 FM 702 South
Corsicana, TX 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Lane. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sharon Lane
Email: slane@smrtexas.com, Phone: 817-797-3520

PO Box 424
Blooming Grove, Texas 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Craddock. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michael Craddock
Email: mcraddock@cdklawfirm.com, Phone: (2140 750-3559

3901 Amherst Avenue
Dallas, TX 75225

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paul Leach. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Paul Leach
Email: pleach1951@hotmail.com, Phone: 979-345-3863

5694 Co Rd 718
Sweeny, Texas 77480

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Lamar. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Laura Lamar
Email: texastreelady@gmail.com, Phone: 2818307008

21356 FM 1887
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Snow. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May,24, 2018.

/s/Mary Snow
Email: Marysnow67@yahoo.com, Phone: 713 857 6718

16835 Empire Gold Dr.
Cypress,, Texas 777433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:51 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Near. I live in coryell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Richard Near
Email: rnear@dsisw.com, Phone: 214 477-0254

13425 FM 182
Clifton, TX 76634

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Heath Vanek. I live in Falls County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Heath Vanek
Email: heathvanek@ymail.com, Phone: 2547443309

451 FM 3375
Riesel, Texas 76682

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 4:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Dawson. I live in Brooks County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/John Dawson
Email: saddlesoreass@yahoo.com, Phone: 3613252158

210 CR 225
Falfurrias, Texas 78355

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jed Becker. I live in El Paso County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/24/2018.

/s/Jed Becker
Email: kjmjtv@sbcglobal.net, Phone: 915-585-1178

748 Woodland
El Paso, Texas 79922

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Clark. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Charles Clark
Email: cc77316@yahoo.com, Phone: 9365370948

8106 F.M. 3090
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Don DeVille. I live in Scurry County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Don DeVille
Email: donrdeville@yahoo.com, Phone: 3255743200

12100 east highway 180
Hermleigh, Texas 79526

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lloyd Huggins. I live in HAMILTON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Lloyd Huggins
Email: mesavista@hughes.net, Phone: 254-485-0682

370 CR 214
Hico, TX 76457

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Clark. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Charles Clark
Email: cc77316@yahoo.com, Phone: 9365370948

8106 F.M. 3090
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matt Franklin. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Matt Franklin
Email: mattfrnkln@yahoo.com, Phone: 972-935-2962

1426 Neck Rd.
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Clark. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Charles Clark
Email: cc77316@yahoo.com, Phone: 9365370948

8106 F.M. 3090
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Clark. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Charles Clark
Email: cc77316@yahoo.com, Phone: 9365370948

8106 F.M. 3090
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom McMeans. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tom McMeans
Email: tommcmeans@sbcglobal.net, Phone: 8179143200

5206 84th Street
Lubbock, TX 79424

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael McCall. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michael McCall
Email: mikeinhempstead@yahoo.com, Phone: 7138299414

41236 Kelley Road
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Keith Martin. I live in Jack County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Keith Martin
Email: ktkcattle@live.com, Phone: 9405070930

121 N 2nd Street
Jacksboro, Texas 76458

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kim Nabors. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kim Nabors
Email: kimdjn@hotmail.com, Phone: 8325150143

3150 Canterbury Lane
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Aaron Hickson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Aaron Hickson
Email: aaron.hickson@ymail.com, Phone: 9363557045

PO Box 217
Shiro, Texas 77876

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tiffany Gilfillan. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tiffany Gilfillan
Email: tiffg0789@gmail.com, Phone: 9038513711

5395 SW CR 0040
Richland, TX 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vicki Owens. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Vicki Owens
Email: Texastarr51@att.net, Phone: 9364197581

27298 Riley rd
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Heather Sword. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Heather Sword
Email: heathersword85@yahoo.com, Phone: 9365771445

19478 Hwy 90 N.
Bedias, Tx 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra Sword. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Debra Sword
Email: dsswrd@yahoo.com, Phone: 9365771132

19478 Hwy 90 N.
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dana Colborn. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Dana Colborn
Email: colbornink@gmail.com, Phone: 9365975451

24069 Old Dobbin Plantersville Road
Montgomery, TX 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lyndal Gillen. I live in Wichita County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Lyndal Gillen
Email: rafterll@windstream.net, Phone: 8069305295

6890 Burnett Ranch Rd.
Electra, TX 76360

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Penny Gray. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Penny Gray
Email: penny01g@gmail.com, Phone: 2547293712

5995 Hwy 164 E.
Groesbeck, Texas76642 76642

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Arnold Gray. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Arnold Gray
Email: runnunggranchers@gmail.com, Phone: 2547293712

5995 Hwy 164 E.
Groesbeck, Texas 76642

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joanna Kenney. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Joanna Kenney
Email: sincerefaith@gmail.com, Phone: 6267057307

12807 Lake Island Circle
MONTGOMERY, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Walter Bradburn. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Walter Bradburn
Email: walter.bradburn@gmail.com, Phone: 817-561-4184

5350 Teague Road
Fort Worth, Texas 76140

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Crystal Stewart. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Crystal Stewart
Email: crystal_stewart_a@yahoo.com, Phone: 2817365990

777 Davidson
Houston, Tx 77091

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Futrell. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Cheryl Futrell
Email: sfutrellcheryl@gmail.com, Phone: 90362665

11374 pr 3285
Jewett, Tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jan Grepares. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jan Grepares
Email: ggcijef@aol.com, Phone: 7135693111

25820 Century Oaks Blvd
Hockkey, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Byron Pettingill. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 218.

/s/Byron Pettingill
Email: bpettingill@consolidated.net, Phone: 8326510633

3043 Willowbend Road
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 5:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Lewis. I live in Smith County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24th , 2018.

/s/James Lewis
Email: vanzantcountychoppers@gmail.com, Phone: 9032626872

14176 A C.R. 474
Lindale, Texas 75771

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Martin Mollat. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Martin Mollat
Email: mmollat@gmail.com, Phone: 214-567-7736

2316 Brandywine
McKinney, TX 75070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matthew Sword. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Matthew Sword
Email: matthewsword83@yahoo.com, Phone: 9363481823

19478 Hwy 90 N
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Mollat. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Janet Mollat
Email: mjmollat@gmail.com, Phone: 2145677736

2316 Brandywine
McKinney, TX 75070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marchelle Taylor. I live in Stephens County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Marchelle Taylor
Email: marchelt@msn.com, Phone: 817-808-3995

904 N Baylor Ave
Breckenridge, TX 76424-5628

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Howard Mcelroy. I live in Dewitt County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 2018.

/s/Howard Mcelroy
Email: hwmcelroy@sbcglobal.net, Phone: 2105379930

304 East French Street
Cuero, TEXAS 77954G

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Oster. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sharon Oster
Email: seoster40@gmail.com, Phone: 832-689-8974

9219 Stone Post Circle
Houston, TX 77064

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kermit Heaton. I live in Bastrop County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kermit Heaton
Email: derfrosch1@me.com, Phone: 9723458800

363 Paint Creek South Road
Paige, TX 78659

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 9363723744

25347 Brushy Creek Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 9363723744

25347 Brushy Creek Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Trent Holmstrom. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/24/18.

/s/Trent Holmstrom
Email: trentholmstrom@yahoo.com, Phone: 512-809-8485

18054 F.M. 619
Elgin, Texas 78621

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 9363723744

25347 Brushy Creek Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 9363723744

25347 Brushy Creek Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 936-372-3744

25347 Brushy Creek Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 6:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rita Bowen. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Rita Bowen
Email: dbowen0803@yahoo.com, Phone: 9368273106

PO BOX 1029
NEW WAVERLY, TX 77358

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tina Dickerson. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tina Dickerson
Email: tinadickerson@verizon.net, Phone: 9724425610

1340 Troy Road
Wylie, Texas 75098

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donald Wasson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Donald Wasson
Email: donaldwasson@hotmail.com, Phone: 7132025427

5011 Autumn Forest
Houston, Texas 77091

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Danielle Braun. I live in Hardin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Danielle Braun
Email: virginiafolk777@netzero.com, Phone: 5402552250

9819 Reed Ranch Rd
Silsbee, Texas 77656

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Carole White, D. V. M.. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Linda Carole White, D. V. M.
Email: lcarolewhite@yahoo.com, Phone: (254) 527-4566

7620 Harold Clark Road
Bartlett, Texas 76511

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melinda Chollar. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Melinda Chollar
Email: mchollar@sbcglobal.net, Phone: 281-469-8627

12423 Lusterleaf Dr.
Cypress, TeXAS 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is D Shelton. I live in Falls County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/D Shelton
Email: td2hatdebby@yahoo.com, Phone: 7138223239

Box 635
Rosebud, Tx 76570

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Worthy. I live in Bexar County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Gary Worthy
Email: worthyel@aol.com, Phone: 8176022772

14802 Burton's Oak
San Antonio, Texas 78254

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kasey Sander. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kasey Sander
Email: sanderk3@gmail.com, Phone: 8328182633

128 CR 969
Wortham, Tx 76693

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Craig ADams. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Craig ADams
Email: ca7@prodigy.net, Phone: 7135537880

1129 Confederate Road
Houston, Texas 77055

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carolyn Jones. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Carolyn Jones
Email: lakeconroejones@gmail.com, Phone: 936-672-9940

3011 Poe Dr
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marc Goulait. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24.

/s/Marc Goulait
Email: marcgoulait@gmail.com, Phone: 2814676324

2431 N. Mount Mariah Rd
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 7:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Victoria Jones. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Victoria Jones
Email: vljones-62@suddenlink.net, Phone: 9364460839

18727 Grand Harbor pt
Montgomery, Tx 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Kyle. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brian Kyle
Email: dozer456@yahoo.com, Phone: 9363992006

4710 Donaho Road
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Matula. I live in Lavaca County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/David Matula
Email: dvd_matula@yahoo.com, Phone: 361-772-3354

1844 County Road 210
Hallettsville, Texas 77964

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Larry Youngblood. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Larry Youngblood
Email: lyoungblood9@comcast.net, Phone: 2817720952

9097 CR 474
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Jeffers. I live in Bexar County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Charles Jeffers
Email: cjeffers@dhrp.us, Phone: (210) 222-2424

510 W. Castano
San Antonio, Texas 78209

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth Baxter. I live in Hopkins County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kenneth Baxter
Email: kenobax@gmail.com, Phone: 9032431598

4237 Farm Road 2560
Sulphur Springs, Texas 75482

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Collins. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Michael Collins
Email: michaelf.collins@yahoo.com, Phone: 281-658-4902

7620 Harold Clark Road
Bartlett, Texas 76511

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frank Glass. I live in , Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26 2018.

/s/Frank Glass
Email: fglass09@embarqmail.com, Phone: 2815077411

16368 Grandflower
Plantersville, Texas 77673

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Geraldine Grieger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Geraldine Grieger
Email: gcgrieger@att.net, Phone: 281 469 0142

13826 e cypress forest
Houston, Texas 77070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Geraldine Grieger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Geraldine Grieger
Email: gcgrieger@att.net, Phone: 281 469 0142

13826 e cypress forest
Houston, Texas 77070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Bond. I live in Milam County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/James Bond
Email: tscra17@aol.com, Phone: (432) 559-9480

1602 FM 2268
Holland, Texas 76534

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Bond. I live in Milam County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Sharon Bond
Email: bond.sue008@gmail.com, Phone: (432) 559-9812

1602 FM 2268
Holland, Texas 76534

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terry Purl. I live in Hunt County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Terry Purl
Email: tapurl@yahoo.com, Phone: 9725179541

5015 CR 3133
Lone Oak, TX 75453

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gaye Hablinski. I live in harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Gaye Hablinski
Email: ghablinski@outlook.com, Phone: 7138615487

1302 foxwood road
houston, texas 77008

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Read. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Robert Read
Email: rdread@sbcglobal.net, Phone: 9039150072

P.O. Box 699
Jewett, TX 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronnie Reed. I live in Henderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Ronnie Reed
Email: ronniej1945@aol.com, Phone: 8306138054

12350. T rd 2911
Eustace, Texas 75124

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darren Knight. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Darren Knight
Email: dk81359@gmail.com, Phone: 832-469-0942

4024 SW CR 2130
Richland, Texas 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 8:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patricia Rivera. I live in Denton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Patricia Rivera
Email: medinapy@yahoo.com, Phone: 2144698611

5544 Rutledge Dr
The Colony, Texas 75056

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty Gray. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Betty Gray
Email: bfcrocker@hotmail.com, Phone: 9363992592

8802 Denman Rd
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kaitlyn King. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Kaitlyn King
Email: ktk5464@att.net, Phone: 8325770881

15111 Wildwood Circle
Magnolia, TX 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Margie Barlow. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May, 24, 2018.

/s/Margie Barlow
Email: margielbarlow@gmail.com, Phone: 9365827782

11510 Twain Dr.
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronald Barlow. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Ronald Barlow
Email: ronbarlow49@gmail.com, Phone: 9365827782

11510 Twain Dr.
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:18 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 936-372-3744

25347 Brushy Creek Drive
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brody King. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Brody King
Email: brody_king@yahoo.com, Phone: 8323705889

29980 fm2978 rd
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert McLean. I live in Brown County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Robert McLean
Email: jorob3@msn.com, Phone: 3256424593

4607 9th Street
Brownwood, Texas 76801

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Getting. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Roy Getting
Email: roygetting@gmail.com, Phone: 9728160783

2208 Rita Ct
Irving, TX 75060

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Bowerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jimmy Bowerman
Email: rangerwalker1@hughes.net, Phone: 936-372-3744

25347 Brushy Creek Drive
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bennie James. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bennie James
Email: bennierb67@gmail.com, Phone: 9032575422

5617 FM 744
Corsicana, TX 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bennie James. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bennie James
Email: bennierb67@gmail.com, Phone: 9032575422

5617 FM 744
Corsicana, TX 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bennie James. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bennie James
Email: bennierb67@gmail.com, Phone: 9032575422

5617 FM 744
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bennie James. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bennie James
Email: bennierb67@gmail.com, Phone: 9032575422

5617 FM 744
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Banta. I live in Smith County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Jason Banta
Email: jpbanta@ag.tamu.edu, Phone: 903-245-6145

1801 Ruby Cove
Whitehouse, TX 75791

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Pedrami. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Mary Pedrami
Email: marypedrami@gmail.com, Phone: 8329971539

6015 Longmire Way Court
Conroe, TX 77304

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Harold B Savage III. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Harold B Savage III
Email: haroldhbs3@msn.com, Phone: 2144408783

4100 Andys In trlr 41
Parker, Texas 75002

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Peter Boerner. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Peter Boerner
Email: peterboerner@att.net, Phone: 2813234790

27614 W Balsam Fir Cir
Spring, TX 77386

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roger Zink. I live in Houston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Roger Zink
Email: hregor@msn.com, Phone: 713203 4302

6350 State Highway 7 West
Crockett, TEXAS 75835

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert & Elizabeth Jesurun. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Robert & Elizabeth Jesurun
Email: elizabeth.jesurun@bryanisd.org, Phone: 7135422429

2906 Chaparral cir
Bryan, Texas 77802T

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Damon Cook. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Damon Cook
Email: dk_cook2005@yahoo.com, Phone: 2818443724

33502 Haley Rd
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 9:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathern Coslin. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Kathern Coslin
Email: kathernlc@hotmail.com, Phone: 2543594912

837c L County Rd 828
Donie, Texas 75838

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Holmes. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Nancy Holmes
Email: njholmes@hughes.net, Phone: 2549387257

10466 Bigham Rd
Troy, TX 72579

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Holmes. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Nancy Holmes
Email: njholmes@hughes.net, Phone: 2549387257

10466 Bigham Rd
Troy, TX 72579

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Holmes. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Nancy Holmes
Email: njholmes@hughes.net, Phone: 2549387257

10466 Bigham Rd
Troy, TX 72579

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kinberly Holt. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kinberly Holt
Email: garynkim79@yahoo.com, Phone: 8179991665

738 LCR 862
Donie, TX 75838

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kurt watzek. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kurt watzek
Email: kurt.watzek@yahoo.com, Phone: 2815414968

26380 magnolia roaf
Hockley, Texas 77448

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bobby Coslin. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Bobby Coslin
Email: bjcoslin@yahoo.com, Phone: 2146976276

837C L County Road 828
Donie, Texas 75838

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 10:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Riding. I live in Fayette County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Jason Riding
Email: ridingj123@gmail.com, Phone: 5126944916

547 woods prairie cemetery ln
West Point, Texas 78963

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Thu, May 24, 2018 at 11:51 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Connie Nobles. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Connie Nobles
Email: mmnobles@earthlink.net, Phone: 713 703 7990

28336 Hegar Rd
Hockley, TEXAS 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:58 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robin Trant Johnson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/25/2018.

/s/Robin Trant Johnson
Email: robintrant@windstream.net, Phone: 9792043344

13637 Cr 175
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leann Prewitt. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Leann Prewitt
Email: lnprewitt@yahoo.com, Phone: 7135046247

15812 grand flower rd
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Walter A Isbell. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Walter A Isbell
Email: wai3gotgoats@gmail.com, Phone: 3254231566

214 Offer Lane
Llano, Texas 78643

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dawn Tschirhart. I live in Caldwell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Dawn Tschirhart
Email: dawntsch@gmail.com, Phone: 5126015016

386 Cricket Hollow
Dale, Texas 78616

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:27 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Guy Glosson. I live in Kent County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/25/2018.

/s/Guy Glosson
Email: glosson@caprock-spur.cm, Phone: 8064706857

6717 Hwy 380
Snyder, Texas 79549

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Schwartz. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Mike Schwartz
Email: silverbullett130@yahoo.com, Phone: 8179946232

281 FM 1367
TEAGUE, TX 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:26 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amy Smith. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Amy Smith
Email: amylou1215@gmail.com, Phone: 9363961412

4165 Quiet Waters
North Zulch, Tx 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:27 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Baru Forell. I live in Taylor County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Baru Forell
Email: baru@forellranch.com, Phone: 325-668-9915

2702 CR 209
Wingate, TX 79566

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beth Jones. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Beth Jones
Email: beth.nana.jones@gmail.com, Phone: 9036264027

6061 CR 375
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Belinda Gayle Scott. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Belinda Gayle Scott
Email: gscott@aircanopy.net, Phone: 2143163134

PO Box 71
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brad Smith. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Brad Smith
Email: bsmith32889@yahoo.com, Phone: 9792207449

4165 Quiet Waters
North Zulch, Tx 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dwain King. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Dwain King
Email: dwain.king@sbcglobal.net, Phone: 5806563941

1421 White Rock Road
Italy, TX 76651

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stuart Fisher. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Stuart Fisher
Email: sfisher@cwbs.com, Phone: 2149264488

234 Mach Road
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sue Robinson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sue Robinson
Email: brobin1@sbcglobal.net, Phone: 7138542940

11602 Ocotillo Drive
Houston, Texas 77095S5S5

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Turley. I live in Collin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Linda Turley
Email: ljtintexas@gmail.com, Phone: 4692680987

1309 Normandy Lane
Allen, Texas 75002

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anna Green. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Anna Green
Email: greena9@hotmail.com, Phone: 8329703326

19426 Leafwood Lane
Houston, Texas 77084-4895

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:33 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Yvonne Ogrodowicz. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Yvonne Ogrodowicz
Email: yogridowicz@yahoo.com, Phone: 9368277201

6660 Millstone Dr.
Navasota, Texas 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:38 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth Langley. I live in Smith County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Kenneth Langley
Email: krlangley@msn.com, Phone: 9038582377

2083 FM 2710
Lindale, Texas 75771

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:47 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cynthia Hess. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 2018.

/s/Cynthia Hess
Email: mooncini@yahoo.com, Phone: 2107588852

601. Jordan lane
Waxahachie, Texas 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jon Cogdill. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jon Cogdill
Email: jon.cogdill@hines.com, Phone: 713 412-2126

13422 Sterling Park Lane
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Danny Epps. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Danny Epps
Email: eppsfarm2@gmail.com, Phone: 214-949-0927

567 Epps Road
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:02 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matina Rose. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Matina Rose
Email: skarlett92@hotmail.com, Phone: 4697089335

553 Kirkpatrick rd
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marvin Gattis. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Marvin Gattis
Email: marvin@triadmechanical.net, Phone: 5125631152

223 S CEDAR CREEK DR
CEDAR CREEK, TX 78612

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Norman A Bergan, Jr.. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may25,2018.

/s/Norman A Bergan, Jr.
Email: nbergan741@gmail.com, Phone: 9728422009

1790 FM 983
Ferris, Texas 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:08 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julia Jessee. I live in Bexar County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Julia Jessee
Email: julesjessee@gmail.com, Phone: 2107497700

311 Wildrose Ave
San Antonio, Texas 78209

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Dishroon. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 25, 2018.

/s/James Dishroon
Email: jdishroon5@gmail.com, Phone: 979 921 0898

41924 Kelley Rd.
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Cooper. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Kathy Cooper
Email: kathycooper9@me.com, Phone: 9033886087

185 County Road 1161
Fairfield, Texas 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anna Greathouse. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Anna Greathouse
Email: rockermom1@icloud.com, Phone: 2818135161

12511 Deringer
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alicia Berwick. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2017.

/s/Alicia Berwick
Email: berwickbunch@gmail.com, Phone: 9365226534

17916 CR 164
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alexander Berwick. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Alexander Berwick
Email: berwickbunch@gmail.com, Phone: 9365226534

17916 CR 164
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:40 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bradford Story. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Bradford Story
Email: bradstory@yahoo.com, Phone: 281-924-7096

29815 Betka Rd
Waller,, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charlie Levitt. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Charlie Levitt
Email: charlie.levitt@att.net, Phone: 817-829-1092

5796 Rockport Lane
Haltom City, Texas 76137

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Khoury. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/William Khoury
Email: bkhoury123@hotmail.com, Phone: 9795992402

313 Spruiell St.
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brittany Rhymes. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Brittany Rhymes
Email: rhymes.brittany@yahoo.com, Phone: 2812211532

5115 Baywood Dr.
Pasadena, Texas 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra Manuel. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Debra Manuel
Email: cmccoinc@sbcglobal.net, Phone: 7134721201

2504 Austin Ave.
Pasadena, Texas 77502

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:02 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Manuel. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/James Manuel
Email: brittany_nicolee1@yahoo.com, Phone: 2815410282

2504 Austin Ave.
Pasadena, Texas 77502

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chris Rhymes. I live in harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Chris Rhymes
Email: rhymes.brittany@gmail.com, Phone: 2812211532

3102 brookhollow dr
deer park, texas 77536

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anne Shahan. I live in Tom Green County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Anne Shahan
Email: annebwilliams@yahoo.com, Phone: 3256593900

PO Box 2807
San Angelo, Texas 76902

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Arnald Ray Brown. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Arnald Ray Brown
Email: RBrown1989@aol.com, Phone: 936-348-4344

4722 Jozye Rd
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:12 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pam Manuel. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Pam Manuel
Email: pmanuel71@gmail.com, Phone: 2814516610

3707 Sweetbriar Dr.
Pasadena, Texas 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Glyna McWhorter Brown. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Glyna McWhorter Brown
Email: GlynaBrown@aol.com, Phone: 936-348-1040

4722 Jozye Rd
Madisonville, TX 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Sorenson. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/25/18.

/s/Michelle Sorenson
Email: kmcrew@hotmail.com, Phone: 8324925501

30368 Waller Gladish Rd.
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Berger. I live in Anderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Cheryl Berger
Email: cdb19681@yahoo.com, Phone: 9036412721

338 Anderson #4
Tennessee Colony, Texas 75861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Manuel. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/James Manuel
Email: jamesmanuel@outlook.com, Phone: 8323877493

3707 Sweetbriar Dr.
Pasadena, Texas 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:26 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jakeb Moon. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jakeb Moon
Email: 55jcmoon@gmail.com, Phone: 2813231260

1300 Gemini st
Houston, Texas 77058

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:27 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Berger. I live in Anderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Cheryl Berger
Email: cdb19681@yahoo.com, Phone: 9036412721

339 Anderson #4
Tennessee Colony, Texas 75861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Taylor. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 2018.

/s/Susan Taylor
Email: earth147@hotmail.com, Phone: 9365975911

9311 fm149rd rd
Montgomery, TX 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bailee Compton. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Bailee Compton
Email: Comptonbailee@gmail.com, Phone: 5129544094

1710 S. 1st St
Conroe, TX 77301

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joanne McCay. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Joanne McCay
Email: jamm333@aol.com, Phone: 9364993219

23300 Laneview Road
Hempstead, TX 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Geoffrey Galow. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Geoffrey Galow
Email: talltexanrancher@gmail.com, Phone: 8325383875

5107 Plantation Colony Dr.
Sugar Land, TX 77478

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Shelton. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/William Shelton
Email: mexiamustang@yahoo.com, Phone: 2145847329

996 County Road 930
Teague, Texas 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Simmons. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Rhonda Simmons
Email: simmons_rhonda1977@hotmail.com, Phone: 903-626-5901

7542 County Road 498
Jewett, Tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sammy Jeter. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sammy Jeter
Email: sammyjeter@hotmail.com, Phone: 9364335733

3211 4th st
Pattison, Texad 77466

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Laura Martin. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Laura Martin
Email: cl.farms@yahoo.com, Phone: 979-690-5021

405 rock spring ct
College Station, Tx 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wallace Macey. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May25,2018.

/s/Wallace Macey
Email: abmwjm@yahoo.com, Phone: 979-690-9418

313 woodland springs
College Station, Tx 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:17 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anna Belle Macey. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Anna Belle Macey
Email: abmwjm@yahoo.com, Phone: 979-690-9418

313 woodland springs
College Station, Tx 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:19 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chuck Martin. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Chuck Martin
Email: cmartin@petroedge.com, Phone: 936-649-2942

P O Box 188
Flynn, Tx 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:30 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Babette Taylor. I live in McCulloch County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Babette Taylor
Email: bltaylor@centex.net, Phone: 325-656-5108

7782 FM 503
Doole, Texas 76836

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jenna Decker. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jenna Decker
Email: jennadecker2014@yahoo.com, Phone: 6185812409

5115 Baywood Dr
Pasadena, Texas 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Redwine. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Edward Redwine
Email: mthorn2805@aol.com, Phone: 214-528-9255

4243 Fairfax Ave
Dallas, TX 75205

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:57 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is danny layman. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 25 2018.

/s/danny layman
Email: dannyhlayman@yahoo.com, Phone: 9033529979

216 alpine bend
Holly Lake Ranch, TX 75765

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas OMeara. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Thomas OMeara
Email: thomeara1@yahoo.com, Phone: 708-606-5685

16133 FM 1512
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeffrey Turk. I live in Jefferson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/25/2018.

/s/Jeffrey Turk
Email: topturk@aol.com, Phone: 409-504-1520

8974 Central Drive
Beaumont, Texas 77705

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:08 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is clifford dukes. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 25, 2018.

/s/clifford dukes
Email: cdukes@fortisint.com, Phone: 7138826100

511 Timber Cir
Houston, Texas 77079

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jacob Brown. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jacob Brown
Email: beason882006@gmail.com, Phone: 9363481120

4222 Candace Ct.
College Station, TX 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:22 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Fernando Gomez. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5-25-2018.

/s/Fernando Gomez
Email: ferrgomez@yahoo.com, Phone: 8324735054

11826, WATERDANCE LANE
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:31 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Najib Yang. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Najib Yang
Email: najibyang@aucegypt.edu, Phone: 2146918027

4228 Purdue
Dallas, TX 75225

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Brister. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 25,2018.

/s/Sharon Brister
Email: sharonbrister@aol.com, Phone: 9792647020

39970 Addie gee rd
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cynthia Diserens. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Cynthia Diserens
Email: ckdiserens@gmail.com, Phone: 9363996603

590 Musgrove Road
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:45 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anita Beauregard. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Anita Beauregard
Email: annasbeehive@gmail.com, Phone: 9366475698

2257 N Loop 336 W #140452
Conroe, Texas 77304

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is L M. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/L M
Email: marshallteam@yahoo.com, Phone: 8322475889

18823 Cove Mill
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alton Diserens. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,3018.

/s/Alton Diserens
Email: ckdiserens@gmail.com, Phone: 9363996603

590 Musgrove Road
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Catherine Gleason. I live in US County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Catherine Gleason
Email: cag14@sbcglobal.net, Phone: 2812927257

14 Slash Pine Park
Spring, TX 77380

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JeLayne Hoffman. I live in Galveston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/JeLayne Hoffman
Email: ijh910@gmail.com, Phone: 4097444376

4728 Avenue O
Galveston, TX 77551

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Zack Ballard. I live in Grayson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 2018.

/s/Zack Ballard
Email: zack.ballard@yahoo.com, Phone: 9038216575

780 Graham Grove Rd.
Collinsville, Texas 76233

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Chen. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/George Chen
Email: georgechen888@yahoo.com, Phone: 832-233-3311

13505 Durango Ranch Rd.
Plantersville, TX 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tim Bush. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tim Bush
Email: tbush40213@att.net, Phone: 2814855770

9330 Stoneridge Canyon lane
Houston, Tx 77089

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dixon Chen. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Dixon Chen
Email: dixonchen9898@gmail.com, Phone: 832-527-4946

19602 Forest Fern Dr.
Humble, TX 77346

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rosy Chen. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Rosy Chen
Email: rosychen888@gmail.com, Phone: 832-527-4954

19602 Forest Fern Dr.
Humble, TX 77346

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Madisyn Pettit. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Madisyn Pettit
Email: madisynpettit@gmail.com, Phone: 7132086025

6318 Cog Hill Dr
Pasadena, TX 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jensen Chen. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jensen Chen
Email: jensen.chen@iname.com, Phone: 832-527-3432

12558 Fern Creek Trail
Humble, TX 77346

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Vann. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/25/2018.

/s/Jimmy Vann
Email: jvann@he-equipment.com, Phone: 8324994682

10197 county rd 311
Plantersville, Tx 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alize Rideaux. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Alize Rideaux
Email: allyrideaux56@gmail.com, Phone: 8327097465

1141 Burke rd apt 47
Pasadena, Texas 77506

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Maribel Blandon. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Maribel Blandon
Email: blandonmaribel@gmail.com, Phone: 713-377-3913

29018 Raestone St.
Spring, TX 77386

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Gage. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Rebecca Gage
Email: bbgage58@gmail.com, Phone: 9368706145

41230 Kelley Rd
Hempstead, Texas 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 12:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mack Hayes. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Mack Hayes
Email: mack@mackhayes.com, Phone: 2814885442

16307 Mill Point Drive
Houston, Texas 77059

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Campbell. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24,2018.

/s/Richard Campbell
Email: richard.campbell@att.net, Phone: 2144482662

6119 Greenville Ave. 324
Dallas, TX 75206

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Peter Kypreos. I live in Galveston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Peter Kypreos
Email: pmkypreos@gmail.com, Phone: 4097714137

1608 40th Street
Galveston, Texas 77550

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wayne Reed. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Wayne Reed
Email: wreed99@aol.com, Phone: (936)449-4196

87 West Shore Drive
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Reed. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Rebecca Reed
Email: rareed48@aol.com, Phone: (936)449-4196

87 West Shore Drive
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marc Baker. I live in Galveston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Marc Baker
Email: marcbaker02692@yahoo.com, Phone: 8327954031

107 clearview ave
Friendswood, Texas 77546

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenny Diserens. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Kenny Diserens
Email: jkdiserens@gmail.com, Phone: 9363992610

594 Musgrove Road
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Graham. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Michael Graham
Email: graham.mike.f@gmail.com, Phone: 936-372-1776

28720 Mustang Drive
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Hiscox. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Michael Hiscox
Email: parkerhiscox@yahoo.com, Phone: 5124310022

3552 Foxcroft Path
Bryan, TX 77808

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael A Graham. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Michael A Graham
Email: graham.mike.f@gmail.com, Phone: 936-372-1776

28820 Mustang Dr
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Divin Upchurch. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Divin Upchurch
Email: divinhiscox90@gmail.com, Phone: 9368254622

3552 Foxcroft Path
Bryan, TX 77808

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brandy Graham. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Brandy Graham
Email: graham.mike.f@gmail.com, Phone: 936-372-1776

28820 Mustang Dr
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wilton STUMPNER. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Wilton STUMPNER
Email: grabber302@yahoo.com, Phone: 2819327112

22203 Main Blvd
TOMBALL, TX 77377

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tony Gist. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 ,2018.

/s/Tony Gist
Email: tony.gist@yahoo.com, Phone: 9036544017

414 n Drake
Purdon, Tx 76679

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ethan Garcia. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Ethan Garcia
Email: graham.mike.f@gmail.com, Phone: 936-372-1776

28720 Mustang Dr
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cursten Mundine. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Cursten Mundine
Email: graham.mike.f@gmail.com, Phone: 936-372-1776

28720 Mustang Dr
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 1:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Barrett. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Mary Barrett
Email: mailmaidmary@yahoo.com, Phone: 936-349-3044

3035 Hwy,. 75 S
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg Hayes. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May24,2018.

/s/Greg Hayes
Email: ghayes@crosscountryland.com, Phone: 972-387-9040

4560 Belt Line Road #428
Addison, Texas 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diane Doucet. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Diane Doucet
Email: texasdi@ymail.com, Phone: 417-883-9937

2143 NW COUNTY ROAD 3090
Frost, Texas 76641

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sonya Choate. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sonya Choate
Email: sonyajchoate@protonmail.com, Phone: 2144539892

506 E Waco St
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sidney Otahal. I live in Nueces County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 2018.

/s/Sidney Otahal
Email: tklandandcattle@aol.com, Phone: 3615377615

4310 Pecan Bayou
Corpus Christi, Texas 78410

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marietta Hinds. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Marietta Hinds
Email: ritahinds@consolidated.net, Phone: 9365826699

3311 Torrey Pines
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Andersen. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 25 May, 2018.

/s/Brian Andersen
Email: bpandy@Hughes.net, Phone: 9726465278

2241 FM 984
Ennis, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Berridge. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/David Berridge
Email: drberridge@comcast.net, Phone: 8326037174

13 Hollow Glen Lane
Tomball, Texas 77375

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beverly Cogdill. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Beverly Cogdill
Email: bjcogdill@att.net, Phone: 281-787-7020

10347 County Rd 408
Normangee, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 2:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amber Greenwood. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Amber Greenwood
Email: mergrnwd@hotmail.com, Phone: 2819981898

7106 Coldstream
Pasadena, TX 77505

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 3:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paula Parmley. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Paula Parmley
Email: pwparmley@gmail.com, Phone: 713-392-0283

4877 County Road 178
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 3:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patrick Parmley. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Patrick Parmley
Email: pwparmley@yahoo.com, Phone: 281-660-5070

4877 County Road 178
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 3:08 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Allan Caylor. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Allan Caylor
Email: allancaylor@icloud.com, Phone: 7132400904

3300 Towers blvd apt 1225
Seabrook, Texas 77586

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 3:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janie Goodman. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Janie Goodman
Email: janiegoodman@hughes.net, Phone: 9726584818

142 Northshore Dr.
Kerens, TX 75144

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 3:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Iris White. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Iris White
Email: Irisw736@gmail.com, Phone: 9035120709

1628 fm1512
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Hughes. I live in United States Of America County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sandra Hughes
Email: grannasan@yahoo.com, Phone: 903-626-4651

11499 Highway 79 W
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bill Hughes. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Bill Hughes
Email: bhughescattle@yahoo.com, Phone: 903-626-4651

11499 Highway 79 W
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Hughes. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sandra Hughes
Email: grannasan@yahoo.com, Phone: 903-626-4651

11499 Highway 79 W
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristi Hughes. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Kristi Hughes
Email: auntk2@gmail.com, Phone: 512-965-3615

2745 Sorano Ave
Round Rock, Texas 78665

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Katelyn Thompson. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Katelyn Thompson
Email: holdmystuff@hotmail.com, Phone: 817-741-0595

12341 Shale Drive
Keller, Texas 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Sager. I live in DeWitt County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

/s/Edward Sager
Email: edpat1961@sbcglobal.net, Phone: 361 564 6234

1518 N Terrell
Cuero, Texas 77954-5001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Asenath Gaytan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Asenath Gaytan
Email: coco8277ag@gmail.com, Phone: 469-285-6958

1204 Anthony Dr
Ennis, Tx 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kimberley Thompson. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Kimberley Thompson
Email: thompsonkjh@gmail.com, Phone: 817-741-0595

12341 Shale Drive
Keller, Texas 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeffrey Donnell. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Jeffrey Donnell
Email: donnellja2003@yahoo.com, Phone: 2543155324

2401 Barak Ln.
Bryan, Texas 77802

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kimberley Thompson. I live in Tarrant County County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Kimberley Thompson
Email: thompsonkjh@gmail.com, Phone: 817-741-0595

12341 Shale Drive
Keller, Texas 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommy Thompson. I live in Tarrant County County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Tommy Thompson
Email: tuffdawg1234@gmail.com, Phone: 817-741-0595

12341 Shale Drive
Keller, Texas 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Head. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Donna Head
Email: donna.head@msn.com, Phone: 2143845773

P. O. Box 467
CORSICANA, TX 75151

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Thompson. I live in Tarrant County County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Michael Thompson
Email: holdmorestuff@hotmail.com, Phone: 817-741-0595

12341 Shale Drive
Keller, Texas 76244

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom E McKissack. I live in Red River County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tom E McKissack
Email: mckissacktom@yahoo.com, Phone: 3252061070

1060 C R 3255
Clarksville, TX 75426

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom E McKissack. I live in Red River County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tom E McKissack
Email: mckissacktom@yahoo.com, Phone: 3252061070

1060 C R 3255
Clarksville, TX 75426

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 4:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom E McKissack. I live in Red River County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Tom E McKissack
Email: mckissacktom@yahoo.com, Phone: 3252061070

1060 C R 3255
Clarksville, TX 75426

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clarence Dixon. I live in Hamilton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Clarence Dixon
Email: doublerdranch@centex.net, Phone: 2546880378

1933 County Road 419
Evant, Tx 76525

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry Head. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jerry Head
Email: fscr691@msn.com, Phone: 2143845773

P. O. Box 467
CORSICANA, TX 75151

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eleanor Reeves. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Eleanor Reeves
Email: ebbyreeves@gmail.com, Phone: 2815793550

1303 Emerald Green Lane
Houston, Texas 77094

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Reeves. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/James Reeves
Email: jdreeves20@gmail.com, Phone: 2815793550

1303 Emerald Green Lane
Houston, Texas 77094

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lynde Mcadams-Buras. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Lynde Mcadams-Buras
Email: lyndemcadams@msn.com, Phone: 9765712993

830 north rosemary
Bryan, Texas 77802

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Travis Reeves. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Travis Reeves
Email: jreeves946@aol.com, Phone: 2815793550

1303 Emerald Green Lane
Houston, Texas 77094

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Layne. I live in Hamilton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Mary Layne
Email: mlayne@aerocnc.com, Phone: 817-295-0184

4215 FM 2486
Hamilton, Texas 76056

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leslie Kinsel. I live in La Salle County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Leslie Kinsel
Email: kinsel4@gmail.com, Phone: 8303173135

2904 e fm 469
Cotulla, Tx 78014

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lynn DeGeorge. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Lynn DeGeorge
Email: ldegeorge9219@gmail.com, Phone: 7137245844

9219, County Road 204
Plantersville, Texas 77363-8639

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joshua Brown. I live in Denton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Joshua Brown
Email: Joshuarbrown@me.com, Phone: 9363481734

1212 Wilson Dr
Lantana, Texas 76226

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 5:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Hillary Brown. I live in Denton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Hillary Brown
Email: bigmack3987@gmail.com, Phone: 3256608693

1212 Wilson Dr
Lantana, Texas 76226

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marla Box. I live in Dimmit County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Marla Box
Email: markabox@tahoo.com, Phone: 2182188044

780 Cox lane
Carrizo Springs, Texas 78835

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robin Statham. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Robin Statham
Email: robinstatham0928@gmail.com, Phone: 9364393680

7700 highway 90 North
Anderson, Tx 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matthew Walters. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Matthew Walters
Email: waltersemail24.7@gmail.com, Phone: 2546542934

6809 Water Supply Rd
Temple, TX 76502

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gordon Sumner. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May, 25,2018.

/s/Gordon Sumner
Email: gas42@yahoo.com, Phone: 469-955-9142

9315 NW County Rd 1420
BLOOMING GROVE, Texas 75060

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Pumphrey. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/John Pumphrey
Email: jbpump@att.net, Phone: 817 732 1390

3155 Hilldale Rd
fort Worth, TX 76116

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Westbrook. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/John Westbrook
Email: dmwestbrook@consolidated.net, Phone: 936 597 4747

19999 Crescent Ct
Montgomery, Trxas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Renae Moore. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Renae Moore
Email: Naymoore65@gmail.com, Phone: 2812355724

12022 Hastings Green Dr.
Houston, TX 77065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marcia Westbrook. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Marcia Westbrook
Email: dmwestbrook@consolidated.net, Phone: 936 597 4747

19999 Crescent Ct
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wesley Gunn. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Wesley Gunn
Email: cgunn32@hotmail.com, Phone: 8327315898

9332 County Rd. 311
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leslie Price. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 25 May 2018.

/s/Leslie Price
Email: less.tx@live.com, Phone: 281-671-7331

8567 Spring Green
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Grady Griffeth. I live in Wise County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25 2018.

/s/Grady Griffeth
Email: gradylg@centurylink.net, Phone: 9403932155

451cr2535
Decatur, Tx 76234

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Bosley. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Rebecca Bosley
Email: rlandlDy903@aol.com, Phone: 9035996013

133 CR 1055
Kirvin, Texas 75848

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Bosley. I live in Freestome County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Jim Bosley
Email: rlandlady903@aol.com, Phone: 9038795141

133 CR 1055
Kirvin, Texas 75848

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 6:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Filhiol. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Michael Filhiol
Email: mikefilhiol@comcast.net, Phone: 2817734170

17718 Mantana Dr
Spring, Texas 77388

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Krieger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/David Krieger
Email: kriegr@gmail.com, Phone: 8325295799

11518 Bogan Flats Dr.
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Craig DeCourville. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Craig DeCourville
Email: mil4boop2@msn.com, Phone: 7135104298

9915 Barr Lake Drive
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Miladie Ventura – De Courville. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Miladie Ventura – De Courville
Email: mil4boop1@att.net, Phone: 7135104298

9915 Barr Lake Drive
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gilbert Peterson. I live in Brewster County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Gilbert Peterson
Email: gpeterson@bigbend.net, Phone: 432-386-3565

4318 FM 1703
Alpine, TX 79830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ryan Jorge. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Ryan Jorge
Email: rjloot@gmail.com, Phone: 9548680273

113 Tehama pl.
Montgomery, Tx 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kirk Baxter. I live in Jim wells County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Kirk Baxter
Email: dkranch91@gmail.com, Phone: 361-664-0837

1313 lincoln
Alice, Tx 78332

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 7:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gordon Sumner. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Gordon Sumner
Email: gas42@yahoo.com, Phone: 469-955-9142

9315 NW County Road 1420
BLOOMING GROVE, Texas 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:12 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christopher Chance. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Christopher Chance
Email: 1bronzetiger@gmail.com, Phone: 9035647766

144 N Main st
Sadler, Texas 76264

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:18 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is carol isbell. I live in leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 25, 2018.

/s/carol isbell
Email: carolspharmacy1@gmail.com, Phone: 903/626/5625

8069 hwy 7 west
jewett, tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is kenneth isbell. I live in leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 25, 2018.

/s/kenneth isbell
Email: kscottisbell@gmail.com, Phone: 903/626/5625

8069 hwy 7 west
jewett, tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jon Box. I live in Dimmit County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jon Box
Email: boxjona@yahoo.com, Phone: 2104164234

780 Cox Lane
Carrizo Springs, Texas 7883;

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sheryl Moreno. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sheryl Moreno
Email: smoreno@wildblue.net, Phone: 936-931-5301

21106 Binfod Rd
Waller, TX 77484-9528

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 8:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mario Moreno. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Mario Moreno
Email: smoreno@wildblue.net, Phone: 936-931-5301

21106 Binfod Rd
Waller, TX 77484-9528

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Don Barclay. I live in Houston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Don Barclay
Email: pagojoe@yahoo.com, Phone: 936-827-0284

7219 FM 2781
Kennard, Texas 75847

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 9:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Peter Sebben. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Peter Sebben
Email: dcsebben@yahoo.com, Phone: 210-771-4925

16306 Rainbow Lake
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Megan Cress. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Megan Cress
Email: megancrazychick@aol.com, Phone: 9367012937

5437 n. Buffalo Cir
Willis, Tx 77378

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rella Callaway. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25.

/s/Rella Callaway
Email: entouche@att.net, Phone: 9032298013

825 SW county RD. 3040
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 10:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dottie Barnes. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Dottie Barnes
Email: djbarnes@artincarpet.com, Phone: 903-682-4262

519 N. Garitty St
Frost, TX 76641

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Callaway. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25.

/s/Gary Callaway
Email: entouche@att.net, Phone: 9036543608

825 SW county RD. 3040
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Fri, May 25, 2018 at 11:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eric Meyers. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25th, 2018.

/s/Eric Meyers
Email: ermeyers@ociw.com, Phone: 9036543396

515 NW CR 0011
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 6:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Kolodczak. I live in New Castle County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/John Kolodczak
Email: jpk3533@gmail.com, Phone: 3022340116

309 Cox Road
Newark, DE 19711

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:08 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Williams. I live in Grayson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Jim Williams
Email: jimwilliamsconst@aol.com, Phone: 9036477322

1281 Harrison Rd
Denison, TX 75021

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:32 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sarah Arnoudse. I live in Grimea County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Sarah Arnoudse
Email: sbarnoudse@yahoo.com, Phone: 7138703735

Cr 229
Shiro, Tx 77876

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:48 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vicky Stone. I live in Erath County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Vicky Stone
Email: vstone8300@gmail.com, Phone: 2549670622

2081 CR 305
Dublin, TX – Texas 76446

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Johnson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Robert Johnson
Email: ejjohnson1145@gmail.com, Phone: 9728359995

107 Fairway Parks Drive
Corsicana, Tx 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is R. Denice Brown-Sweeney. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/R. Denice Brown-Sweeney
Email: txgaeilgesinger1@gmail.com, Phone: 9728425742

347 Ridgewood Dr
Ferris, TX 75125-9051

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Howard Jr. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 218.

/s/William Howard Jr
Email: wwb3@yahoo.com, Phone: 832-563-9499

15320 Shady Oaks Dr
Stagecoach, Texas 77355

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jana Barrett. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Jana Barrett
Email: jcbag97@gmail.com, Phone: 9363962467

10220 FM 2289
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Von Hulgan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May-25-2018.

/s/Von Hulgan
Email: hulgans123@gmail.com, Phone: 2149263457

1800 risinger rd
Ferris, Tx 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randall Harred. I live in Atascosa County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Randall Harred
Email: rharred@hotmail.com, Phone: 210-710-8103

158 Mathis Rd
Pleasanton, Texas 78064

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Billie Wittenbach. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,3018.

/s/Billie Wittenbach
Email: b.wittenbach@gmail.com, Phone: 2813815504

26010 Wittenbach Rd
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:46 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Raquel Franks. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Raquel Franks
Email: raquelfranks37@gmail.com, Phone: 469-605-6299

5115 Bradford Drive
Dallas, TX 75235

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Agnes Robertson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Agnes Robertson
Email: karob1006@gmail.com, Phone: 2814777743

28209 Hickory Hill Dr.
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail

Mark TAHSR <texansagainsthsr2015@gmail.com>

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 10:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cody Harris. I live in Anderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Cody Harris
Email: codyfortexas@gmail.com, Phone: 9039480446

109 Woodway
Palestine, TX 75801

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 10:30 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is allison stephan. I live in montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/allison stephan
Email: allison@boernerfamily.net, Phone: 713-416-7987

27614 W Balsam Fir Cir
spring, texas 77386

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 10:33 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joe Cantrell. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/26/2018.

/s/Joe Cantrell
Email: jc1racing@aol.com, Phone: 5122472187

16000 Meurer ln
Del Valle, Trxas 78617

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 10:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diana Monnich. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26,2018.

/s/Diana Monnich
Email: dnealtamu@sbcglobal.net, Phone: 7137030509

15909 Jersey Dr
Houston, Texas 77040

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 11:18 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BillNEQR McCormack. I live in OK County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/BillNEQR McCormack
Email: bmccor42@att.net, Phone: 4053761038

341 W. Branches Way
Mustang, OK 73064

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 11:21 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Colton Grieger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Colton Grieger
Email: coltonjgrieger@gmail.com, Phone: 2817461027

10630 Mills Cut st
Houston, Texas 77070

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 11:26 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Irwin. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Richard Irwin
Email: r-irwin@sbcgolbal.net, Phone: 281-782-8913

3639 CR 178
Singleton, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 11:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marica Irwin. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Marica Irwin
Email: marciairwin@yahoo.com, Phone: 281-686-4969

3639 CR 178
Singleton, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 11:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Bement. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Gary Bement
Email: gsbement@gmail.com, Phone: 8324606204

2006 Ansbury
Houston, TX 77018

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 12:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Billy Smith. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Billy Smith
Email: brs.44@att.net, Phone: 2812528727

28803 Champions RIdge Rd
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 12:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Smith. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Sharon Smith
Email: brs.44@att.net, Phone: 2812528727

28803 Champions Ridge Rd
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 12:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alan-Michael Smith. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Alan-Michael Smith
Email: brs.44@att.net, Phone: 2812528727

28803 Champions Ridge Rd
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 1:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Courtney Glover. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Courtney Glover
Email: cglover1908@hotmail.com, Phone: 2143354832

21227 Colton Cove Dr
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 1:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dale Fessenden. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Dale Fessenden
Email: dfessend@gmail.com, Phone: 9362642458

5697 Whipporwill Rd
Conroe, TX 77303

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 1:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Derek Cogdill. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Derek Cogdill
Email: derek_cogdill@yahoo.com, Phone: 2817957901

14600 Huffmeister Rd. #1204
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 1:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Bedard. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Michael Bedard
Email: mbedard1@sbcglobal.net, Phone: 9038793737

7622 NW CR 1300
Barry, Texas 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 1:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Storm. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26.2018.

/s/Michelle Storm
Email: michelle.l.storm@gmail.com, Phone: 832-459-1747

10046 Noisy Waters Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 2:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Morrish. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Barbara Morrish
Email: bmorrish@sbcglobal.net, Phone: 7135696422

230 Birdie Dr.
Hempstead, Texad 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 2:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra Lavender. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26,2018.

/s/Debra Lavender
Email: Tropicaldkl@msn.com, Phone: 817-265-1757

2728 CR 430
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 2:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Collum. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Cheryl Collum
Email: clcollum@outlook.cpm, Phone: 713-458-8455

11939 Kidd Lane
Singleton, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 2:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Lewis. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26,2018.

/s/Nancy Lewis
Email: nlewis600@sbcglobal.net, Phone: 7135407976

13122 Sycamore Heights
Houston, TX 77065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 2:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Seth Henderson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Seth Henderson
Email: SethMHenderson@gmail.com, Phone: 7244224989

8539 Sparkling Springs Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sue Betts. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Sue Betts
Email: sbetts@csisd.org, Phone: 979-229-7531

83321 fm 1452 w
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eric and MaryAnn Swaim. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Eric and MaryAnn Swaim
Email: ejswaim@yahoo.com, Phone: 9798269463

33757 FM 1488
Hempstead, Texad 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Stephenson. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Gary Stephenson
Email: keechi@valornet.com, Phone: 903-389-2529

110 E Gregg Street
Fairfield, TX 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathryn F. Reichenbach. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 5/26/18.

/s/Kathryn F. Reichenbach
Email: hi2bobr@gmail.com, Phone: 5129683020

P.O.Box 586
Pflugerville, Texas 78691

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melissa Bedard. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Melissa Bedard
Email: mbedard4@yahoo.com, Phone: 9038791734

7622 NW CR 1300
Barry, Texas 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Johnson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Gary Johnson
Email: calvaryworship@sbcglobal.net, Phone: 9036542210

7368 NW CR 1300
Barry, Texas 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Johnson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Barbara Johnson
Email: garyandbarbaraj@aol.com, Phone: 9036548069

7368 NW CR 1300
Barry, Texas 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tanner Bedard. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Tanner Bedard
Email: tanmanbedard@yahoo.com, Phone: 9036418733

7622 NW CR 1300
Barry, Texas 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:51 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judi Prater. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Judi Prater
Email: jjprater4647@netzero.com, Phone: 9035191946

3077 SW County Road 0018
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 3:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Prater. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26 , 2018.

/s/Jim Prater
Email: jjprater4647@netzero.com, Phone: 9035191946

3077 SW County Road 0018
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jean Isbell. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26,2018.

/s/Jean Isbell
Email: gigisbell06@gmail.com, Phone: 903-626-4859

6504 state hwy 7 west
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Jewell. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Brian Jewell
Email: briankjewell71@gmail.com, Phone: 2543943146

350 SW County Road 0020
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:41 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Toler. I live in Hill County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/John Toler
Email: toler.john@gmail.com, Phone: 2542146046

2517 State Highway 31
Hubbard, Texas 76648

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patricia Stone. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Patricia Stone
Email: loristone1947@yahoo.com, Phone: 9038756872

350 SW County Road 0020
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julie Jewell. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Julie Jewell
Email: juliejewell1966@yahoo.com, Phone: 2542585474

350 SW COUNTY ROAD 0020
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian Jewell II. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Brian Jewell II
Email: keithjewell95@yahoo.com, Phone: 2543940037

350 SW COUNTY ROAD 0020
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alyssa Jewell. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Alyssa Jewell
Email: alyssajewell@tamu.edu, Phone: 2543833155

350 SW COUNTY ROAD 0020
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronnie Tones. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Ronnie Tones
Email: indy_r90@hotmail.com, Phone: 936-419-1244

27445 Hard Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Albert Martin. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Albert Martin
Email: mammynpappy@reagan.com, Phone: 469 358 5303

112 Dunn St
Red Oak, Texas 75154-6404

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 4:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michele Thornhill. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 25, 2018.

/s/Michele Thornhill
Email: mllane@hotmail.com, Phone: 2817738967

9330 Vander Rock Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 5:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Esther Martin. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Esther Martin
Email: beetgreen7@sbcglobal.net, Phone: 469 231 1295

112 Dunn Street
Red Oak, Texas 75154

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 5:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cathy Levin. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Cathy Levin
Email: 8434hut@att.net, Phone: 2819556486

12506 Raven South Dr.
Cypress, Tx 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 5:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Timmerman. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Linda Timmerman
Email: timmerlinda@gnail.com, Phone: 9033897334

264 Stonewall Dr
Streetman, TX 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristen Knutson. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Kristen Knutson
Email: Knutson.kristen.e@gmail.com, Phone: 9364991211

2700 Spring Branch Rd
Montgomery, TX 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chris Moss. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Chris Moss
Email: moss.insurance@yahoo.com, Phone: 936-396-4000

PO BOX 185
Normangee, TX 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sylvia Moss. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Sylvia Moss
Email: normangeestar@yahoo.com, Phone: 936-396-3391

122 Taft St
Normangee, Texas 77871-____

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 7:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Gillespie. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Carol Gillespie
Email: caroldgillespie@earthlink.net, Phone: 2145361784

3921 Bobbin Lane
Addison, TX 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christy Agan. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Christy Agan
Email: chrisagan@earthlink.net, Phone: 8324447489

9165 County Rd 214
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 8:12 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christy Agan. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Christy Agan
Email: chrisagan@earthlink.net, Phone: 8324447489

9165 County Rd 214
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Foster. I live in Austin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Michelle Foster
Email: saderangel@hotmail.com, Phone: 8324236154

521 High Meadows Rd
Bellvile, TX 77418

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Wendel. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25,2018.

/s/Sharon Wendel
Email: srwendel11@gmail.com, Phone: 9033882165

163 CR 611
Teague, Texas 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Neva Morgan. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Neva Morgan
Email: morganny44@gmail.com, Phone: 9363481724

2117 FM 2289
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 9:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bill Stephens. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Bill Stephens
Email: wfsteph@yahoo.com, Phone: 9797986168

2707 cr. 696
Brazoria, Texas 77422

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 10:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diana Leuschen. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Diana Leuschen
Email: diana@d-leuschen.com, Phone: 832-704-2641

24570 Old Creek Lane
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sat, May 26, 2018 at 11:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Webb. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Lisa Webb
Email: lwebb@icloud.com, Phone: 9363486348

Fm 1428
Madisonville, Tx 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:48 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carola Lowe. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Carola Lowe
Email: chroniccrs@outlook.com, Phone: 2812201054

15822 Aberdeen Trails Dr
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 2:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kay Vinson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Kay Vinson
Email: kay.vinson@yahoo.com, Phone: 8327139553

20190 Kirkland Woods
Houston, Texaa 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 3:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Abbe Guerra. I live in Wilson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

/s/Abbe Guerra
Email: guerraabbe@yahoo.com, Phone: 2109127282

343 Flores Oaks
Floresville, Tx 78114

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 5:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Fred Baccus. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Fred Baccus
Email: fwbaccus@hughes.net, Phone: 903-536-2676

3561 PR 4070
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 7:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joanie Garro. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Joanie Garro
Email: joanie.garro@gmail.com, Phone: 8324831869

30501 Vining Rd
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 7:32 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Delores Williams. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Delores Williams
Email: delores.wms71@yahoo.com, Phone: 9363485412

2848 Union Rd
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 7:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tammy Ramsey. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Tammy Ramsey
Email: trinaustin@yahoo.com, Phone: 5127120875

8054 Exchange Dr
Austin, Texas 78754

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 8:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Galleron. I live in Erath County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

/s/David Galleron
Email: dgalleron@gmail.com, Phone: 7757413049

3737 County Road 461
Stephenville, Texas (TX) 76401

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 8:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Chennault. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Mike Chennault
Email: dnou812hh@gmail.com, Phone: 9723513161

4758 FM 1181
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:07 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chris Castellani. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27th, 2018.

/s/Chris Castellani
Email: cjcastellani@comcast.net, Phone: 8324933340

19710 Hoyte Park Ln
Spring, Texas 77379

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darrell Morgan. I live in Wise County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05 27 2018.

/s/Darrell Morgan
Email: dcmorgansr@gmail.com, Phone: 8179940841

1468 cr 1270
Alvord, Texas 76225

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:25 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is sue craig. I live in McLennan County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/sue craig
Email: sueanncraig@gmail.com, Phone: 254-836-9175

p.o. box 331
china spring, Tx. 76633

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:46 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephen Allred. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Stephen Allred
Email: stephen.c.allred@gmail.com, Phone: 2812133389

12131 E Canyon Trace
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristi Conway Gerfers. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Kristi Conway Gerfers
Email: flocker1632@gmail.com, Phone: 2819869027

5707 Busa Rd
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 10:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marilyn Vornkahl. I live in Austin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Marilyn Vornkahl
Email: mwvornkahl@gmail.com, Phone: 7138995403

3554 FM 949 Rd.
Sealy, Texas 77474

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 10:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Larry and Nancy Jowers. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Larry and Nancy Jowers
Email: nancyrjowers@consolidated.net, Phone: 2817779799

12907 FM 149 Rd
Montgomery, Texas 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 10:08 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sue Levin. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Sue Levin
Email: suelevin@windstream.net, Phone: 936-855-2220

P.O. Box 1214
Hilltop Lakes, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 10:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marjorie Procter-Smith. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Marjorie Procter-Smith
Email: proctersmith@earthlink.net, Phone: 9032575840

6857 SW CR 0030
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 11:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Wilson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

/s/Carol Wilson
Email: wilson4316@sbcglobal.net, Phone: 9036542904

317 Forrest Lane
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 11:24 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kin Hui. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Kin Hui
Email: tonyhui55@gmail.com, Phone: 3462053401

11527 Ocotillo Dr
Houston, Texas 77095ZSMT

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 11:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ruja Shahrzad. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Ruja Shahrzad
Email: rouja.sh@gmail.com, Phone: 5125207284

16727 Mallory Bridge Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stefanie Jordan. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Stefanie Jordan
Email: sroberts96@sbcglobal.nrt, Phone: 7138174239

6779 Muske Ln
Pattison, TX 77423

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donald Manichia. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/27/2018.

/s/Donald Manichia
Email: d.manichia@sbcglobal.net, Phone: 713-299-0749

12854 Pelican island
Willsi, Texas 77318

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jody Manichia. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/27/2018.

/s/Jody Manichia
Email: jodymanichia@gmail.com, Phone: 2818567973

7505 Wisteria Ridge ct
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jesse Flake. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

/s/Jesse Flake
Email: jflake74@hotmail.com, Phone: 9033909323

8586 CR 351
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Crystal Scovel. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

/s/Crystal Scovel
Email: scovel_crystal@yahoo.com, Phone: 9036441192

8586 CR 351
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 12:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Hartt. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

/s/Richard Hartt
Email: richardhartt@yahoo.com, Phone: 7134128347

8584 CR 351
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Upchurch. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Robert Upchurch
Email: robupchurch94@gmail.com, Phone: 9368707869

9927 FM 1696
Bedias, Texas 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Miller. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Kathy Miller
Email: klmiller77447@yahoo.com, Phone: 713-907-6367

30825 Hegar Rd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mindi Bradshaw. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Mindi Bradshaw
Email: mbradshaw2@live.com, Phone: 7135824535

31867 Forest Park Trail
Conroe, Texas 77385

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Ryan Bradshaw. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/James Ryan Bradshaw
Email: djim1980@hotmail.com, Phone: 2816101728

31867 Forest Park Trail
Conroe, Texas 77385

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clifford Miller. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Clifford Miller
Email: cjmiller77447@yahoo.com, Phone: 713-705-5891

30825 Hegar Rd
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sanja Vranic. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Sanja Vranic
Email: sanja_2407@hotmail.com, Phone: 832 675 1869

10027 Driftwood Park Drive
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 1:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra Powell. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Debra Powell
Email: demipo100@yahoo.com, Phone: 7132482315

9007 Guiness Ct
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 2:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Johnson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Roy Johnson
Email: k1ody@aol.com, Phone: 7138220359

7273 CR 313
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 2:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julie Peiffer. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Julie Peiffer
Email: tjpeif@hotmail.com, Phone: 832-444-7289

16318 Bontura St
Cypress, TX 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 2:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Pierce. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Jennifer Pierce
Email: pierce3803@yahoo.com, Phone: 9077993748

29300 Sorrel Ln
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 2:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Pierce. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Daniel Pierce
Email: dad3803@gmail.com, Phone: 9073476332

29300 Sorrel Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 2:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Penny Winston. I live in Johnson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Penny Winston
Email: penelope.winston@icloud.com, Phone: 9365811672

1990 S Burleson BLVD TRLR 38
Burleson, TX 76028

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 3:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Norann McDonnell. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Norann McDonnell
Email: norann10@aol.com, Phone: 310-748-2927

7154 FM 2289
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 3:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Allred. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Jennifer Allred
Email: jennifer.l.allred@gmail.com, Phone: 2814608674

12121 E Canyon Trace
HOUSTON, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 3:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Gage. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/William Gage
Email: bobgage212@gmail.com, Phone: 9368706146

41230 Kelley Rd
Hempstead, TEXAS 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 3:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Douglas Plemons. I live in Nava County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 27 May 2018.

/s/Douglas Plemons
Email: texware@gmail.com, Phone: 9038755455

411 SW 2nd St
Kerens, TX 75144

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail

Mark TAHSR <texansagainsthsr2015@gmail.com>

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 4:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Pickering. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Jennifer Pickering
Email: jenlpickering@gmail.com, Phone: 9792045605

7838 CR 419
Flynn, Tx 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 4:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lucy Krolczyk. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Lucy Krolczyk
Email: lucykrolczyk@yahoo.com, Phone: 2817944061

106 Opal Ct
Houston, Texas 77009

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 4:18 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is james george. I live in fannin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 26, 2018.

/s/james george
Email: jamesgeorge7@aol.cxom, Phone: 903 364 5230

1008 east grand st
whitewright, tx 75491

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 4:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donald Prevette. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

/s/Donald Prevette
Email: prevettedon@gmail.com, Phone: 8324639822

12111 Canyon Mills Dr
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 5:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Devon Tuggle. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Devon Tuggle
Email: devon.tuggle14@gmail.com, Phone: 8306605154

7714 Little Thicket Ct.
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 5:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is L M. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/L M
Email: marshallteam@yahoo.com, Phone: 8322475889

18823 Cove Mill
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 5:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brandy Hughes. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Brandy Hughes
Email: gloryto.jesus@yahoo.com, Phone: 2143991618

813 Wilson Rd
Waxahachie, Texas 76065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 5:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Johnson. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Rhonda Johnson
Email: rkbridges@yahoo.com, Phone: 2145851984

348 Childress Rd
Waxahachie, TX 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 5:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Johnson. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Rhonda Johnson
Email: rkbridges@yahoo.com, Phone: 2145851984

348 Childress Rd
Waxahachie, TX 75165

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 6:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shawn Hughes. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27,2018.

/s/Shawn Hughes
Email: scottandshawn06@gmail.com, Phone: 9728157100

650 McAda dr
Midlothian, Texas 76065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 6:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is linda smith. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 27, 2018.

/s/linda smith
Email: smthchrst@aol.com, Phone: 2817935730

15927 Moonlight Creek Ct
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 6:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christopher Smith. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 27, 2018.

/s/Christopher Smith
Email: csmith1962@live.com, Phone: 2817935463

15927 Moonlight Creek Ct
Houston, tx 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 6:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Renee Norris. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Renee Norris
Email: rnpainthorses@yahoo.com, Phone: 2817316553

35102 Lynwood Ct
Magnolia, Texas 77354

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 7:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Chapman. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Carol Chapman
Email: caroldugoshchapman@gmail.com, Phone: 2142265477

3320 Sleepy Hollow
Ennis, Texas 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 8:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Page. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Robert Page
Email: kelly111656@yahoo.com, Phone: 9038759282

108 West 4th
Blooming Grove, Texas 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kameron Zabojnik. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Kameron Zabojnik
Email: Zabojnikfarms@yahoo.com, Phone: 4693371304

443 Epps
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 9:51 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Guadalupe Carlos Garza. I live in Bexar County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Guadalupe Carlos Garza
Email: carlosgarza3511@yahoo.com, Phone: 2105450334

14407 BriarmallSt
San Antonio, Tx 78247

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 10:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ellen Githens. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Ellen Githens
Email: el_elegance@att.net, Phone: 7137255342

28703 Nichols Sawmill Rd
Magnolia, Texas 77355

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 10:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is billy frazier. I live in WallerC55K County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/billy frazier
Email: fraziers.billy@sbcglobal.net, Phone: 9798263636

23200 Hwy 6
Hempstead, TX 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 11:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sally Pettingill. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Sally Pettingill
Email: spettingill@consolidated.net, Phone: 9365825093

3043 Willowbend
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Sun, May 27, 2018 at 11:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry Bland. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/24/18.

/s/Jerry Bland
Email: jayster1962@yahoo.com, Phone: 7138981541

6123 Pappas Rd.
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 1:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christine Reule. I live in Bexar County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Christine Reule
Email: creule@msn.com, Phone: 2813830704

6445 Hey 87 East
San Antonio, Tx 78222

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 6:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Timothy Pittman. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28,2018.

/s/Timothy Pittman
Email: tgp4240@yahoo.com, Phone: 936-372-5464

7514 Saddle Blamket Drive
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 6:57 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Pittman. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Mary Pittman
Email: me@yahoo.com, Phone: 936-372-6564

7514 Saddle Blanket Drive
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ann Turnbo. I live in Tom Green County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Ann Turnbo
Email: turnbo@msn.com, Phone: 325 651-7893

6082 DE Wolf Rd.
San Angelo, Texas 76904

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:48 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Duane. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Janet Duane
Email: jan.duane@outlook.com, Phone: 9792999488

29777 Roan Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:57 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diane Pullin. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Diane Pullin
Email: dpullin53@gmail.com, Phone: 9036445770

245 FM 833 west
Streetman, Tx 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alfred Fry. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Alfred Fry
Email: rcfry@att.net, Phone: 9792039505

2074 Hwy 7 Westernized
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:18 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matt Schiel. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Matt Schiel
Email: bmrcattle@yahoo.com, Phone: 9366971401

26319 Decker Prairie Rosehill Rd
Magnolia, Tx 77355

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:28 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Roberson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/28/18.

/s/Thomas Roberson
Email: robersontm@gmail.com, Phone: 2816356501

1216 N Riviera Circle,
Pearland, TEXAS 77581

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:33 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Etta Rush. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Etta Rush
Email: ettapearl1940@gmail.com, Phone: 9363488607

8625 FM 1372
North Zulch, TX 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Howard Rush. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28,2018.

/s/Howard Rush
Email: ettapearl1940@gmail.com, Phone: 9363994651

8625 FM 1372
North Zulch, TX 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ANTHONY klonaris. I live in waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 28, 2018.

/s/ANTHONY klonaris
Email: APK@HUGHES.NET, Phone: 7137240325

26451 hunters ridge road
HOCKLEY, texas 774476565

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:41 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Harrison. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/John Harrison
Email: harrisjd91@gmail.com, Phone: 7135022043

13270 Autumn Mist Ln
Conroe, TX 77302

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beth Kelly. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28 2018.

/s/Beth Kelly
Email: kellykollection@earthlink.net, Phone: 9364199457

25448 Newland Rd.
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tania Harrison. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Tania Harrison
Email: harrisonpac@gmail.com, Phone: 9364416975

13270 Autumn Mist Ln
Conroe, TX 77302

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:58 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Dishroon. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Donna Dishroon
Email: ddishroon5@gmail.com, Phone: 979-921-0898

41924 Kelley Road
Hempstead, TX 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:06 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Gibson-Mainka. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Sharon Gibson-Mainka
Email: sharon@mainkas.com, Phone: 8327684203

30560 Haner
Hockley, Tx 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:07 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christopher Mainka. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Christopher Mainka
Email: chris@mainkas.com, Phone: 8327684202

30560 haner rd
Hockley, Tx 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:18 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Doug Villaescusa. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Doug Villaescusa
Email: dwv88@hotmail.com, Phone: 7132481151

1314 Dart St
Houston, Tx 77007

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeannette Raines. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Jeannette Raines
Email: Jraines00@gmail.com, Phone: 979-324-3176

6743 CR 313
Plantersville, Tx 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kirk Bailey. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Kirk Bailey
Email: kirkbailey23@yahoo.com, Phone: 2544212329

613 Macy Drive
Troy, Texas 76579

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:44 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shane Isbell. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Shane Isbell
Email: shaneisbell@msn.com, Phone: 9035367396

1366 CR 320
Centerville, Tx 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janice Bradshaw. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Janice Bradshaw
Email: janicelamb-bradshaw@hotmail.com, Phone: 2147383127

765 Dry Branch Rd
Forreston, TX 76041

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Becky Weavee. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Becky Weavee
Email: bweaver0720@yahoo.com, Phone: 9794124027

1806 Hollis road
North Zulch, Tx 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tim Wikander. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Tim Wikander
Email: t_wikander@hotmail.com, Phone: 832-427-1466

9901 Driftwood Park Drive
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:05 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tim Wikander. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Tim Wikander
Email: t_wikander@hotmail.com, Phone: 832-427-1466

9901 Driftwood Park Drive
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:11 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Schuchard. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Susan Schuchard
Email: schslp@sbcglobal.net, Phone: 281-829-2223

6322 Breezy Hollow Ln.
Katy, TX 77450-5502

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Caryn Feuhs. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Caryn Feuhs
Email: carynfeuhs@gmail.com, Phone: (936) 348-0175

2194 Brackett Lane
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Feuhs. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Daniel Feuhs
Email: dfeuhs@gmail.com, Phone: (936) 348-0405

2194 Brackett Lane
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Martinez. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Robert Martinez
Email: rmarty26@yahoo.com, Phone: 8326332432

9418 Morley Lake Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rodney Abshire. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Rodney Abshire
Email: rfabshire@yahoo.com, Phone: 713-419-3499

291 Murphy Rd.
Waller, TX. 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Gage. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Robert Gage
Email: robert_gage@hotmail.com, Phone: 903-389-5130

318 Stonewall Drive
Streetman, Texas 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karla Friedman. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

/s/Karla Friedman
Email: earlpage@aol.com, Phone: 9724905339

14629 Heritage
Addison, Texas 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 11:15 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judi Fetters. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Judi Fetters
Email: fettersjudi@yaoo.com, Phone: 9365203441

11894 Langtree Ln
Conroe, TX 77303

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 12:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anita Yandell. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Anita Yandell
Email: anitagale@hotmail.com, Phone: 936-727-0347

46343 Covey Trail
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 12:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah Rash. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Deborah Rash
Email: sdrash@windstream.net, Phone: 9033898271

132 FM 27 W
Fairfield, Texas 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 1:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melissa Henderson. I live in Lavaca County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Melissa Henderson
Email: texasblong@yahoo.com, Phone: 3615963103

2354 CR 214
Hallettsville, Tx 77964

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 1:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leigh Ann Steen. I live in USA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Leigh Ann Steen
Email: lsteen2003@yahoo.com, Phone: 254-739-5220

176 CR 862
Teague, Texas 75860

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 1:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Magana. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Nancy Magana
Email: nmagana@omnicorporation.com, Phone: 903-322-4455

26865 Interstate Hwy 45 Feeder South
Buffalo, TX 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 1:59 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alfredo Magana. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Alfredo Magana
Email: aomagana@omnicorporation.com, Phone: 903-322-2091

25963 IH 45 Feeder South
Buffalo, TX 75831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 2:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joseph Kurtz. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May28,2018.

/s/Joseph Kurtz
Email: jk3209@aol.com, Phone: 8186571870

12320 white oak point
Conroe, Texas 77304

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 2:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tonya Carr. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Tonya Carr
Email: aggie.mom2011@yahoo.com, Phone: 9364633500

7203 Loblolly Lane
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 2:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christopher Carr. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Christopher Carr
Email: cwcarr@embarqmail.com, Phone: 9364633500

7203 Loblolly Lane
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 2:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Valerie hanna. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Valerie hanna
Email: VHanna50@att.net, Phone: 2815163118

25535 Pacer Circle
Tomball, Texas 77375

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 2:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephanie Cervantes. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28 2018.

/s/Stephanie Cervantes
Email: scervantes149@gmail.com, Phone: 2817034127

280 Murphy RD
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom Glass. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Tom Glass
Email: tomglass@juryduty.org, Phone: 7134672989

22915 Three Pines Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lewis A. Brown. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Lewis A. Brown
Email: lewbrown@consolidated.net, Phone: 9364494344

323 Wedgewood Dr
Montgomery, TX 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bruce Fox. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Bruce Fox
Email: brucefox56@gmail.com, Phone: 8328135922

235, S, Pathfinders Circle
Spring, TX 77381

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Casswell. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Gary Casswell
Email: gcasswell@gmail.com, Phone: 832-474-7357

19200 Laketree Drive
Montgomery, Texas 77356

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Angie Rasberry. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Angie Rasberry
Email: angiedavis37@yahoo.com, Phone: 2817990125

120 plantation dr
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:53 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Rasberry. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Dennis Rasberry
Email: rasberrytrucking@yahoo.com, Phone: 2818417356

120 Plantation Dr
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Adam Chavers. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Adam Chavers
Email: ag_chv@yahoo.com, Phone: 9033913968

298 I-45 South, PO Bix 202
Fairfield, Texas 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 3:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Lewis. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

/s/Richard Lewis
Email: rlewis2329@aol.com, Phone: 9363965332

6882 fm 977 w
Normangee, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 4:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nikki Meador. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Nikki Meador
Email: nikkikay01@gmail.com, Phone: 9035291542

1894 CR 386
Marquez, Tx 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 4:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shelly Plaster. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Shelly Plaster
Email: shellyplaster@gmail.com, Phone: 7138069172

11610 Havard Oaks Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 4:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ashley Schleif. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2108.

/s/Ashley Schleif
Email: ashley.schleif@yahoo.com, Phone: 2147638591

748 e fm 814
Palmer, Texas 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 4:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Johnathan Zimmerer. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Johnathan Zimmerer
Email: JWZimmerer21@gmail.com, Phone: 9407366988

1429 Bluebonnet Drive
Fort Worth, Texas 76111

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 5:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Horn. I live in Denton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Jim Horn
Email: rephorn@yahoo.com, Phone: 9404586644

1194 FM 455 E
Sanger, Texas Texas

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 5:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Hogan. I live in Bowie County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Dennis Hogan
Email: alamo54032@aol.com, Phone: 9035852207

1291 CR 1116
Maud, Tx 75567

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 5:55 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Busa. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28,2018.

/s/Jason Busa
Email: Jbusa34@gmail.com, Phone: 9368733230

5476 FM 1774
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 6:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg White. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Greg White
Email: chgrwhite@yahoo.com, Phone: 8323348416

18403 Cinderwood Dr.
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 6:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Whitney Bilyeu. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Whitney Bilyeu
Email: whitneycb76@gmail.com, Phone: 2814334966

11602 Havard Oaks Dr.
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 6:51 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Latetia Raiford. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Latetia Raiford
Email: damamat.1111@gmail.com, Phone: 8328165235

10725 Leslie ln
Manvel, Tx 77478

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 6:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Murphy. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Janet Murphy
Email: janroymurphy@sbcglobal.net, Phone: 936-931-2173

24640 Macedonia Road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Murphy. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Roy Murphy
Email: janetroymurphy@sbcglobal.net, Phone: 936-931-2173

24640 Macedonia Road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Juanita Brown. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Juanita Brown
Email: SuzanneBardwell@aol.com, Phone: 903-235-8544

7625 FM 709 South
Corsicana, Texas 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Suzanne Bardwell. I live in Upshur County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Suzanne Bardwell
Email: SuzanneBardwell@aol.com, Phone: 903-235-8544

1994 Medlin Road
Gilmer, Texas 75645

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 7:15 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Doris Grainger. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Doris Grainger
Email: dd.grainger2@yahoo.con, Phone: 7138228237

29867 Hegar Rd
Hockley, Tx 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:03 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Webb. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Robert Webb
Email: slickwebb@gmail.com, Phone: 2815201232

32407 Grove Park Dr.
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 8:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephanie Blaschke. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Stephanie Blaschke
Email: slblaschk1@gmail.com, Phone: 512 626 3838

9208 Slate Creek Trail
Austin, Texas 78717

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:14 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Hudson. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Jennifer Hudson
Email: jennifer-hudson@att.net, Phone: 469-285-4943

112 Dunn St
Red Oak, TX 75154-6404

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Foree. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Lisa Foree
Email: lgforee09@yahoo.com, Phone: 9033900950

901 N Fairway
Fairfield, Tx 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Irwin. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/William Irwin
Email: birwin@oceaneering.com, Phone: 7132496198

3867 Co. Rd. 178
Singleton, TEXAS 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Foree. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Lisa Foree
Email: lgforee09@yahoo.com, Phone: 9033900950

901 N Fairway
Fairfield, Tx 75840

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elizabeth COATON. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Elizabeth COATON
Email: ecoaton@yahoo.com, Phone: 8329140948

22826 Park Rd.
Tomball, TEXAS 77377

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eddie Duhamel. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28 2018.

/s/Eddie Duhamel
Email: bob.duhamel@yahoo.com, Phone: 2142642396

5401Alazan Bay
Rowlett, Texas 75089

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 9:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paul Bilyeu. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Paul Bilyeu
Email: paul.bilyeu@gmail.com, Phone: 8329285407

11602 Havard Oaks Drive
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melinda Nunez. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Melinda Nunez
Email: melindan78@att.net, Phone: 2147010794

150 Lorene Dr
Red Oak, Tx 75154

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Gilfillan. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/James Gilfillan
Email: jim9241@swbell.net, Phone: 903-851-3152

5395 SW CR 0040
Richland, TX 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

100 messages

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Nunez. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Michael Nunez
Email: mikecnunez@yahoo.com, Phone: 4693830090

150 Lorene Dr.
Red Oak, Texas 75154

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dakota Mayr. I live in plano County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Dakota Mayr
Email: mayrdakota@gmail.com, Phone: 2542050925

5705 gerber terrace
plano, texas 75094

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is noah gilfillan. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 28, 2018.

/s/noah gilfillan
Email: noahg21@gmail.com, Phone: 9032838387

5395 SWCR 0040
Richland, TX 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Samuel Gilfillan. I live in navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Samuel Gilfillan
Email: samggilfillan@gmail.com, Phone: 9038513498

5395 SWCR 0040
Richland, TX 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:29 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is gabe gilfillan. I live in navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/gabe gilfillan
Email: dirkota41@yahoo.com, Phone: 9038515044

5395 SWCR 0040
Richland, TX 76681

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Danny McKnight. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Danny McKnight
Email: mcjazzguitar@yahoo.com, Phone: 713-822-0817

P.O. Box 1378
Porter, Texas 77365

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 10:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ron Bottoms. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28' 2018.

/s/Ron Bottoms
Email: bottomsr@hotmail.com, Phone: 2819179970

10454 Tree Hollow Circle
LaPorte, Texas 77571

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 11:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Carlson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Donna Carlson
Email: donnacarlson556@yahoo.com, Phone: 2817448846

8319 CR 302
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Mon, May 28, 2018 at 11:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Carlson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Donna Carlson
Email: donnacarlson556@yahoo.com, Phone: 2817448846

8319 CR 302
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:13 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darryl Gonzalez. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Darryl Gonzalez
Email: darryl.gonzalez@sbcglobal.net, Phone: 5122551434

1100 Greenlawn
Round rock, Texas 7866r

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janie Brittain. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Janie Brittain
Email: janie@brittainhome.net, Phone: 9727653586

1318 O Shannon Lane
Garland, TX, Texas 75044

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:30 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelly Tebbe. I live in Texas (TX) County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Kelly Tebbe
Email: rktebbe856@yahoo.com, Phone: 2143945467

1210A Cartwright Rd
Italy, Texas (TX) 76651

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:32 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ryan Tebbe. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Ryan Tebbe
Email: rktebbe856@yahoo.com, Phone: 9729774538

1210A Cartwright Rd
Italy, Texas (TX) 76651

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:33 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marv Ulbricht. I live in Colorado County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Marv Ulbricht
Email: mulbricht@txfb.net, Phone: 9797327401

2423 fm 2434
Weimar, Texas 78962

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KARLA FRIEDMAN. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/KARLA FRIEDMAN
Email: earlpage@aol.com, Phone: 972 490 5339

14629 HERITAGE LANE
ADDISON, TX 75001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:53 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tim Berneking. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Tim Berneking
Email: timberneking@hotmail.com, Phone: 9729222098

1188 Cartwright Rd
Ennis, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christa Burk. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Christa Burk
Email: christa_f@hotmail.com, Phone: 9797781343

4360 Vintage Hills Dr.
Bryan, Texas 77808

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Brye. I live in Harrus County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Gary Brye
Email: gary@garystractorservice.com, Phone: 2815410987

29107 Hay Meadow Ct.
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Candace Arceneaux. I live in Hardin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Candace Arceneaux
Email: turcno@att.net, Phone: 409-755-6828

9553 2nd Street
Lumberton, TX 77657

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Steven Neidigk. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Steven Neidigk
Email: trinityprecision@att.net, Phone: 817-239-5125

6310 Fox Hunt Drive
Arlington, Texas 76001

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Henri Duke. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Henri Duke
Email: hdukegirl@gmail.com, Phone: 936-348-1518

305 N Shipp St
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:09 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Berneking. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Sandra Berneking
Email: sandraberneking@gmail.com, Phone: 9726465305

1188 Cartwright Rd
Ennis, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:22 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teresa Dimick. I live in Hempstead County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 28 May 2018.

/s/Teresa Dimick
Email: teresa.dimick@gmail.com, Phone: 7135573466

26178 shore
He, Tx 77445

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:23 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristi Moss. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Kristi Moss
Email: kmoss@sbcglobal.net, Phone: 8324571225

28440 Horse Shoe Lane
Waller, Tecas 77484D4BG

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tracey Sadler. I live in Milam County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Tracey Sadler
Email: TraceySadler@hotmail.com, Phone: 979-279-0733

704 County Road 263A
Cameron, TX 76520

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:29 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gloria D, Hobdy. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Gloria D, Hobdy
Email: glitzygrams@hotmail.com, Phone: 903-599-6882

358 CR 1090
Streetman, TX 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Robeson. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Karen Robeson
Email: karen.robeson@gmail.com, Phone: 903-536-7302

6169 State Hwy 7 W
Jewett, Tx 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:42 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sherrill Graviano. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Sherrill Graviano
Email: mag86slg@att.net, Phone: 2813521814

25117 Rolling Hills Drive
Hockley, TX 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:46 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathryn Gage. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Kathryn Gage
Email: katiegage@gmail.com, Phone: 9033886663

318 stonewall drive
Streetman, Tx 75859

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joanna Coghlan. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 , 2018.

/s/Joanna Coghlan
Email: jcoghlan@consolidated.net, Phone: 9363212970

739 Talmalge Hall
Conroe, tx 77302

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joanna Coghlan. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 , 2018.

/s/Joanna Coghlan
Email: jcoghlan@consolidated.net, Phone: 9363212970

739 Talmalge Hall
Conroe, tx 77302

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:52 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pam McDaniel. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Pam McDaniel
Email: pamgrahammcdaniel@yahoo.com, Phone: 8327460933

17717 Chestnut Dr
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:54 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bob McDaniel. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Bob McDaniel
Email: bobmcdaniel17@yahoo.com, Phone: 8327973605

17717 Chestnut Dr
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:55 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Davis. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Janet Davis
Email: janlda@att.net, Phone: 936 372 9678

17952 Derby Drive
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:58 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Upchurch. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on Mya 29, 2018.

/s/Robert Upchurch
Email: r.upchurch@bediasbank.com, Phone: 936-395-3152

9927 FM 1696
Bedias, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dianne Epps. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Dianne Epps
Email: dianne@collegestreetprinting.com, Phone: 972-935-3889

567 Epps Road
Palmer, TX 75152

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:00 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Denise Upchurch. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Denise Upchurch
Email: deniselupchurch@gmail.com, Phone: 936-395-2431

9927 FM 1696
Bedias, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:01 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommie Davis. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Tommie Davis
Email: drt1012@att.net, Phone: 936 372 9678

17952 Derby Drive
Waller, TX 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:12 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Meche. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.

/s/Edward Meche
Email: edmeche@gmail.com, Phone: 2816842050

31254 Strathmore Rd.
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:14 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Nelson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Roy Nelson
Email: midland58@gmail.com, Phone: 713-385-7583

29515 Burton Cemetery Rd
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Hawkins. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Barbara Hawkins
Email: barbhawk412@yahoo.com, Phone: 713-806-7660

13214 Avonelle
Houston, TX 77045

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:17 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Nelson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Roy Nelson
Email: midland58@gmail.com, Phone: 713-385-7583

29515 Burton Cemetery Rd
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:20 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Nelson. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Roy Nelson
Email: midland58@gmail.com, Phone: 713-385-7583

29515 Burton Cemetery Rd
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:21 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elizabeth Neimeyer. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Elizabeth Neimeyer
Email: eneimeyer75@gmail.com, Phone: 7132391362

13044 Victoria Trace
Montgomery, TX 77316

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:21 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rita Nelson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Rita Nelson
Email: rdawnnelson@gmail.com, Phone: 281-773-6332

7706 Bankside
Houston, Tx 77071

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ron Marshall. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Ron Marshall
Email: marfarm@ectisp.net, Phone: 214-707-6167

701 Trumbull Rd
Ferris, Texas 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Robeson. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/James Robeson
Email: Jamesrobeson47@gmail.com, Phone: 9363480632

6169 State Highway 7 W
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:37 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Marshall. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/John Marshall
Email: jrm1@ectisp.net, Phone: 214-914-3069

1711 Loop 561
Ferris, Texas 75125

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shelby Shanks. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.

/s/Shelby Shanks
Email: she_lby@hotmail.com, Phone: 713 226000

4311 Center
Houston, TX 77007

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:49 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julie Burden. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Julie Burden
Email: julieccdc@yahoo.com, Phone: 281-373-5024

16403 Redbud Berry Lane
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:50 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Howe. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Barbara Howe
Email: howetb@yahoo.com, Phone: 281-970-6457

13543 Ryanwood Dr.
Houston, Texas 77065

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:10 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paul Wilkinson. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Paul Wilkinson
Email: pwilkinson@advancedheartcare.com, Phone: 214-923-7851

4515 Mockigbird Lane
Dallas, Texas 75205

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:16 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paul Wilkinson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Paul Wilkinson
Email: pwilkinson@me.com, Phone: 214-923-7851

1486 NW CR 3080
Navarro Mills, Texas 76679

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:30 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ralph Trainello. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Ralph Trainello
Email: ttrainello@aol.com, Phone: 254-562-2239

260 FCR 920
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lorrianne Trainello. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Lorrianne Trainello
Email: ttrainello@aol.com, Phone: 254 562-2239

260 FCR 920
Mexia, TX 76667

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:34 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tiffany McClure. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29th, 2019.

/s/Tiffany McClure
Email: mcclure1018@gmail.com, Phone: 9798140188

3927 Strawther Rd.
North Zulch, TX 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karl Black. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Karl Black
Email: karlblack61@gmail.com, Phone: 9792551552

13080 South Fork Lane
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:35 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tiffany McClure. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29th, 2018.

/s/Tiffany McClure
Email: mcclure1018@gmail.com, Phone: 9798140188

3927 Strawther Rd.
North Zulch, TX 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:36 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jesse McClure. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29th, 2018.

/s/Jesse McClure
Email: mcclure1018@gmail.com, Phone: 9798140188

3927 Strawther Rd.
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Arlene Brown. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Arlene Brown
Email: ajarrellb@gmail.com, Phone: 979-676-2290

15110 FM 1372 W
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:56 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim McCoslin. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Jim McCoslin
Email: jmccoslin@gmail.com, Phone: 9797773953

6250 FM 1146
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MASON JARRELL. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 29, 2018.

/s/MASON JARRELL
Email: mkjarrell2@yahoo.com, Phone: 9795712542

1647 EASTRIDGE LANE
MADISONVILLE, TEXAS 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DIANE CROW. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/DIANE CROW
Email: DIANECROW99@YAHOO.COM, Phone: 281-798-3131

26301 HUNTERS RIDGE RD
HOCKLEY, TEXAS 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ALISSA CENTANNI. I live in BRAZOS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 29, 2018.

/s/ALISSA CENTANNI
Email: mkj020@shsu.edu, Phone: 9797779479

2300 MORNINGSIDE DRIVE
BRYAN, TEXAS 77802

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frances Jarrell. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Frances Jarrell
Email: kfjarrell5@yahoo.com, Phone: 979-571-5677

1647 Eastridge Ln
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Toni Grimes. I live in Anderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.

/s/Toni Grimes
Email: irishchocolate2003@yahoo.com, Phone: 903-729-1183

602 S. Sycamore Street
Palestine, Texas 75801

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Szymczak. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Barbara Szymczak
Email: tbczak@yahoo.com, Phone: 9368732536

1854 Hwy 90 N
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Szymczak. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Thomas Szymczak
Email: tbczak@yahoo.com, Phone: 9368732536

1854 Hwy 90 N
Anderson, TX 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 12:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Shanahan. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Cheryl Shanahan
Email: cshanahan@contanda.com, Phone: 8323647927

10722 N Belmont Ct
Houston, Texas 77066

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judith Dolpp Dolpp. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Judith Dolpp Dolpp
Email: uplinger1939@hotmail.com, Phone: 9364439513

6925 High Oaks Drive
Navasota, Texas 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:20 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gilbert Gresham III. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Gilbert Gresham III
Email: greshamjtyler@gmail.com, Phone: 903-536-7193

2690 CR 413
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jill Gresham. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jill Gresham
Email: greshamjtyler@gmail.com, Phone: 903-536-7193

2690 CR 413
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roger Whitaker. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Roger Whitaker
Email: roger.whitaker@outlook.com, Phone: 936-394-1974

14665 Tuttle Ln
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Brown. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Daniel Brown
Email: greshamjtyler@gmail.com, Phone: 936-204-3626

2693 CR 413
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Brown. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Daniel Brown
Email: greshamjtyler@gmail.com, Phone: 936-204-3626

2693 CR 413
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Brown. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Daniel Brown
Email: greshamjtyler@gmail.com, Phone: 936-204-3626

2693 CR 413
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Tyler. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29th, 2018.

/s/Susan Tyler
Email: tymo2215@gmail.com, Phone: 409-771-8371

3828 County Rd 318
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marilyn Salzar. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Marilyn Salzar
Email: marilynsalzar@gmail.com, Phone: 936-372-8217

21225 Kickapoo Rd
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 1:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Orr. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Daniel Orr
Email: daniel.orr11@gmail.com, Phone: 5126574013

230 T C Jester Blvd
Houston, Texas 77007

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ories Williams. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Ories Williams
Email: crawfish1971@gmail.com, Phone: 9797774243

4048 Co. Rd. 428
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Edwards. I live in Polk County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 05/29/2018.

/s/Charles Edwards
Email: cedwards@yahoo.com, Phone: 9365692420

124 Wren Dr
Livingston, Texas 77351

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Glynn. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Carol Glynn
Email: rg4g@att.net, Phone: 972-741-2320

9408 NW CR 1343
Blooming Grove, TX 76626

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Peggy Merritt. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Peggy Merritt
Email: merrclan@gmail.com, Phone: 9728753013

807 Williamsburg Dr.
Ennis, Tx 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:19 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frank Merritt. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Frank Merritt
Email: merrclan@sbcglobal.net, Phone: 9728753013

807 Williamsburg Dr.
Ennis, TX 75119

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:22 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ashleigh Krause. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Ashleigh Krause
Email: ashleighrsowell@yahoo.com, Phone: 9365228102

11102 Bandit Trail Dr
Houston, Texas 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is debra lavender. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 29,2018.

/s/debra lavender
Email: tropicaldkl@msn.com, Phone: 8172651757

2728 CR 430
Marquez, tx 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:32 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is debra lavender. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 29,2018.

/s/debra lavender
Email: tropicaldkl@msn.com, Phone: 8172651757

2728 CR 430
Marquez, tx 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is debra lavender. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may 29,2018.

/s/debra lavender
Email: tropicaldkl@msn.com, Phone: 8172651757

2728 CR 430
Marquez, tx 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert L. Gresham. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Robert L. Gresham
Email: Greshamjtyler@gmail.com, Phone: 936-349-2098

PO Box 7
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is steven smith. I live in grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on may29,2018.

/s/steven smith
Email: ssks14494@embarqmail.com, Phone: 7135038656

14494 south hill
navasota, tx 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:38 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Costa. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Sandra Costa
Email: sandicosta@yahoo.com, Phone: 9366617025

1579 westward ho
Avasota, Tx 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:40 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Loeffler. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Robert Loeffler
Email: rjloeffler@yahoo.com, Phone: 9797775014

1579 westward ho
Navasota, Texas 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 2:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is L M. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/L M
Email: marshallteam@yahoo.com, Phone: 8322475889

18823 Cove Mill
Cypress, Texas 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 3:23 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DARYL VOGT. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on MAY 29.2018.

/s/DARYL VOGT
Email: DRV1_2000@YAHOO.COM, Phone: 9366686030

3514, HENDRIX
MADISONVILLE, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 3:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Glen Robinson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Glen Robinson
Email: grobinson@willda-beast.com, Phone: 9362455577

P.O. Box 53
Iola, TX 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 3:39 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Darrell Bushman. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/William Darrell Bushman
Email: dbushman@suddenlink.net, Phone: 936-581-4983

3708 Spring Drive
Huntsville, Texas 77340

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 3:42 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Cowart. I live in San Jacinto County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Cheryl Cowart
Email: CCO5657@gmail.com, Phone: 936-377-3778

4501 FM 946 N
OAKHURST, TX 77359

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 3:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Billy Pyle. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Billy Pyle
Email: pyleda@yahoo.com, Phone: 936-394-3320

4219 County Road 157
Bedias, TX 77831

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 3:57 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carolyn Hokanson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Carolyn Hokanson
Email: carolynshokanson@me.com, Phone: 713-668-2973

3405 Georgetown
Houston, Texas 77005

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 4:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kacelyn Jarrell. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Kacelyn Jarrell
Email: kacelynj@yahoo.com, Phone: 979-571-2541

1647 Eastridge Ln
Madisonville, Texas 77864

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

Gmail **Mark TAHSR <texansagainsthsr2015@gmail.com>**

Surface Transportation Board Affidavit

66 messages

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 4:16 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Hokanson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/David Hokanson
Email: dahokanson@gmail.com, Phone: 713-668-2973

3405 Georgetown
Houston, Texas 77005

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 4:36 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is bruce mcdonald. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.

/s/bruce mcdonald
Email: bmcdonald713@yahoo.com, Phone: 8322088577

2771 county road 408
NAVASOTA, TX 77868

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 4:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dudley Coaton. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Dudley Coaton
Email: dcoaton@gmail.com, Phone: 2813042916

18410 Cypress Meade Lane
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 4:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janet Coaton. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Janet Coaton
Email: coaton_janet@yahoo.com, Phone: 2813042916

18410 Cypress Meade Lane
Cypress, Texas 77429

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 4:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is SALLY JACKSON. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/SALLY JACKSON
Email: saidijack@hotmail.com, Phone: 979-458-6313

15870 GRAND FLOWER RD
PLANTERSVILLE, TEXAS 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Hugh Soape. I live in Cherokee County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Hugh Soape
Email: Hugh.soape@gmail.com, Phone: 9037141293

667 CR 4811
Troup, TX 75789

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:09 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeff Jackson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Jeff Jackson
Email: jeff@loganindustries.net, Phone: 2819140765

15870 Grandflower Drive
Plantersville, Texas 773636

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:13 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amy Oshay Sotelo. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Amy Oshay Sotelo
Email: oshayamy@gmail.com, Phone: 2146217724

1830 E. Beverly Drive
Corsicana, TX 75110

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:17 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carrie Livesay. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Carrie Livesay
Email: carrie.livesay@gmail.com, Phone: 936-537-5153

11567 Cajun Ridge
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:26 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dorothy Parungao. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Dorothy Parungao
Email: dcparungao@gmail.com, Phone: 2812171515

12230 Camden Meadow Dr
Tomball, Texas 77375

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:28 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sheila Enloe. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Sheila Enloe
Email: sheila_enloe@yahoo.com, Phone: 2817016499

26266 Hegar Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:30 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terry Enloe. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Terry Enloe
Email: tenloe432@yahoo.com, Phone: 2819481007

26266 Hegar Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kaitlin Moore. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Kaitlin Moore
Email: kmariecassidy@gmail.com, Phone: 9794220536

23 Sammy Snead
Hilltop Lakes, Texas 77871

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Williams. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Rebecca Williams
Email: iamraw@sbcglobal.net, Phone: 7138808088

928 Pecore St
Houston, Texas 77009

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:37 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chassidy Alexander. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Chassidy Alexander
Email: chassidyalexander@gmail.com, Phone: 2817013812

16877 Cedar Rd
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randy Greer. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.

/s/Randy Greer
Email: randy@airtechbrazos.com, Phone: 9792556372

9568 Belgrave Square
Iols, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 5:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robin Cole. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Robin Cole
Email: robinrealtor03@gmail.com, Phone: 2817339301

26222 Hegar Rd
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 6:02 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Altom. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/David Altom
Email: kdaltom@embarqmail.com, Phone: 9038876609

13714 TWIN CREEK LN
Mabank, TX 75147

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 6:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Altom. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/David Altom
Email: kdaltom@embarqmail.com, Phone: 9038876609

13714 TWIN CREEK LN
Mabank, TX 75147

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 6:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristy Vandegriff. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Kristy Vandegriff
Email: dandyvandemom@gmail.com, Phone: 9833908786

18373 CR 373
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 6:10 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elsa Kern. I live in Hays County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Elsa Kern
Email: elsakern21@gmail.com, Phone: 5129648536

206 Arikara street
Buda, Texas 78610H3SX

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Anderson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Nancy Anderson
Email: nander@exede.net, Phone: 8328660083

9936 NW County Road 1320
Barry, TX 75102

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:07 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rondall Russell. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Rondall Russell
Email: rrrussell@yahoo.com, Phone: 9792553207

3312 Clark rd
North Zulch, Texas 77872

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ann McCoslin. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Ann McCoslin
Email: amccoslin@gmail.com, Phone: 9793240660

6250 Fm 1146
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:35 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teryn Essler. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Teryn Essler
Email: ryter13@yahoo.com, Phone: 7135622998

20907 Heartwood Oak Trl
Cypress, Tx 77433

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kay Murphey. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Kay Murphey
Email: kayrhodesmurphey@gmail.com, Phone: 817/929-8720

4405 Ridgehaven Road
Fort Worth, Texas 76116

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:46 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Walter Truett. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Walter Truett
Email: waltandcindy68@gmail.com, Phone: 210-244-3013

4322 Rock Bend Dr.
College Station, TX 77845

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:47 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nicole Riley. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Nicole Riley
Email: nicolelake1213@gmail.com, Phone: 2812534047

30161 Equestrian Dr
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:50 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Malinda Cowan. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Malinda Cowan
Email: malindamcowan@yahoo.com, Phone: 817/929-0384

2114 Hillcrest Avenue
Fort Worth, TX 76107

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:52 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas Buhler. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Thomas Buhler
Email: tmarkb747@hotmail.com, Phone: 2813006360

29500 Equestrian
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 7:54 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tammy Buhler. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

/s/Tammy Buhler
Email: taagbu@hotmail.com, Phone: 8325499810

29500
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:01 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sonya Blackwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Sonya Blackwood
Email: Sonya0925@sbcglobal.net, Phone: 713-614-8048

8256 Quarter Horse Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Blackwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jason Blackwood
Email: jayblackwood@sbcglobal.net, Phone: 713-614-8078

8256 Quarter Horse Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Blackwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jason Blackwood
Email: jayblackwood@sbcglobal.net, Phone: 713-614-8078

8256 Quarter Horse Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jason Blackwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jason Blackwood
Email: jayblackwood@sbcglobal.net, Phone: 713-614-8078

8256 Quarter Horse Ln
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:11 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christie Larner. I live in Hrimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on 2018.

/s/Christie Larner
Email: bldcop@aol.com, Phone: 9368512638

8665 fm 2819
Anderson, Texas 77830

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:21 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheryl Chodaniecky. I live in TX County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Cheryl Chodaniecky
Email: cchad661@hotmail.com, Phone: 281855-2308

15702 Spring Trail
Houston, TX 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mark Chodaniecky. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Mark Chodaniecky
Email: cchad661@yahoo.com, Phone: 281-793-3239

25333 Bradbury Dr
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:31 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lyndsey Robinson. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Lyndsey Robinson
Email: lyndseymrobinson@hotmail.com, Phone: 9365466373

536 E Ash St
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:44 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marie Hancock. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Marie Hancock
Email: mchancock@ymail.com, Phone: 9036264387

13415 FM 1512
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Flaudrey Abshire. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

/s/Flaudrey Abshire
Email: rfabshire@yahoo.com, Phone: 713-419-9180

291 Murphy Rd.
Waller, TX. 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:48 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gregory Galow. I live in Texas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Gregory Galow
Email: gggalow@gmail.com, Phone: 4095539435

6887 PR 4260
Flynn, Texas 77855

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:49 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charlie Lummus. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Charlie Lummus
Email: cslummus@hotmail.com, Phone: 903-536-2359

544 Pin Oak Lane
Centerville, Texas 75833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Misty Berry. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Misty Berry
Email: mystical1877865@yahoo.com, Phone: 903-512-1292

6820 FM 1146
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 8:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christian Berry. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Christian Berry
Email: chevyloveroftexas@yahoo.com, Phone: 903-330-1544

6820 FM 1146
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Hawkins. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Mary Hawkins
Email: mhawkins1960@att.net, Phone: 903-626-7600

19825 CR 373
Marquez, Texas 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:04 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jake Marcisz. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jake Marcisz
Email: jmatcisz@hughes.net, Phone: 9369313054

29159 Joseph road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:05 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jake Marcisz. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jake Marcisz
Email: jmatcisz@hughes.net, Phone: 9369313054

29159 Joseph road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:06 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jake Marcisz. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Jake Marcisz
Email: jmatcisz@hughes.net, Phone: 9369313054

29159 Joseph road
Hockley, Texas 77447

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:18 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Casey Salzar. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Casey Salzar
Email: kcsalzar14@gmail.com, Phone: 7135015535

21225 Kickapoo rd
Waller, Tx 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:24 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judy Doughty. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Judy Doughty
Email: judy@rcjrocks.com, Phone: 7133207197

31881 Mimosa Lane
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:25 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Craig Salzar. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Craig Salzar
Email: cgsalzar@gmail.com, Phone: 2817850247

21225 Kickapoo rd.
Waller, Texas 77484

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:27 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Suzanne Hill. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2019.

/s/Suzanne Hill
Email: sehill222@hotmail.com, Phone: 9368942396

7550 County Road 313
Plantersville, Texas 77363

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:33 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Robinson. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29,2018.

/s/Charles Robinson
Email: charliearobinson@gmail.com, Phone: 9366610149

536 East Ash Street, P.O. Box 333
Marquez, TX 77865

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:56 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sarah Robinson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Sarah Robinson
Email: sarahrobinson1234@hotmail.com, Phone: 9363945431

7550 Corsicana St.
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Harmon. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Rhonda Harmon
Email: rhondaharmon@aol.com, Phone: 9363945431

7550 Corsicana St
Iola, Texas 77861

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 9:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brianna Pouncey. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Brianna Pouncey
Email: bjpouncey11@hotmail.com, Phone: 2817048791

7723 pebble run ct
Houston, Tx 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:00 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matthew Converse. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Matthew Converse
Email: mconverse927@gmail.com, Phone: 8325235422

7723 pebble run ct
Houston, Tx 77095

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:34 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lynne Daniels. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

/s/Lynne Daniels
Email: blonde_nil@yahoo.con, Phone: 7133728724

4609 birch
Jewett, Texas 75846

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:43 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Martha Kirgan. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Martha Kirgan
Email: mkirgan72@gmail.com, Phone: 9035993048

205 FCR 1054
Kirvin, Texas 75848

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Kirgan. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/James Kirgan
Email: mkirgan72@gmail.com, Phone: 903-599-3048

205 FCR 1054
Kirvin, Texas 75848

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 10:45 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Kirgan. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/James Kirgan
Email: mkirgan72@gmail.com, Phone: 903-599-3048

205 FCR 1054
Kirvin, Texas 75848

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Tue, May 29, 2018 at 11:58 PM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Benjamin Gleason. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/Benjamin Gleason
Email: benjaming56@yahoo.com, Phone: 8327642778

14 Slash Pine Park
The Woodlands, Tx 77380

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 30, 2018 at 12:04 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Frierson, Jr.. I live in Burleson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

/s/David Frierson, Jr.
Email: davidfrierson@hotmail.com, Phone: 5555555555

CR 446
Somerville, TX 77879

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 30, 2018 at 5:39 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelly Seely. I live in Washington County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 30, 2018.

/s/Kelly Seely
Email: kellyseely41@gmail.com, Phone: 2549773317

141 Lakewood Circle
Brenham, Texas 77833

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

WordPress <info@texansagainsthsr.com> Wed, May 30, 2018 at 6:59 AM
To: TexansAgainstHSR2015@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

_____

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

_____

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephanie Daniel. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 30,2018.

/s/Stephanie Daniel
Email: sgdaniel320@yahoo.com, Phone: 9797779230

2659 Symphony Park Dr
Bryan, Texas 77802

--
This e-mail was sent from a contact form on Texans Against High Speed Rail (http://www.texansagainsthsr.com)

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deanne Prusak. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Deanna Prusak

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joe Mitchell. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Holli Solenberger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Holli Solenberger

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nicky L. Hamm I live in Ellis Co. County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

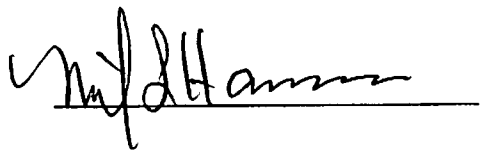
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Felicia Harris. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Felicia J Harris

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GENE HARRIS live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

Gene Harris

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Aaron Chouinard I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth O. Burns I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27 2018.

Kenneth O. Burns

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Bernelle. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Mike Bernelle

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is TIMOTHY J. PHELAN I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Evelyn Janssen I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 2, 2018.

Evelyn Janssen

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Willie Bade I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Katy Cook. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Kathy Cook

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David W. Luther. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

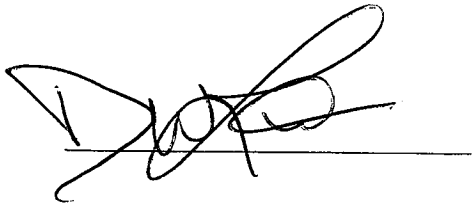
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Audrey Luther. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bobby Montgomery I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KANE MONTGOMERY I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

5/24/18

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dana Montgomery I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Dana Montgomery

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DANIELLE M. . I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

Danielle Montgomery

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is STEVEN RAINER. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melissa Rowell. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Melissa Rowell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lilian Ambroa I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

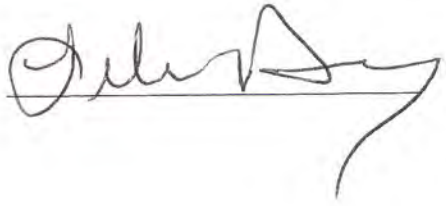
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sook J. CHUNG. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

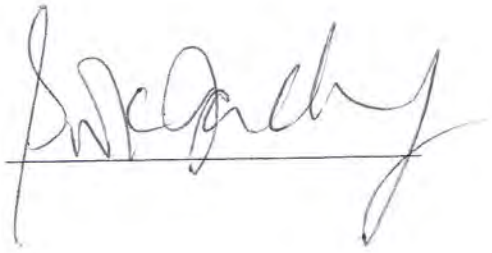
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Thomas CHUNG I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20th 2018.

Thomas Chung

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Damian Ambroa I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

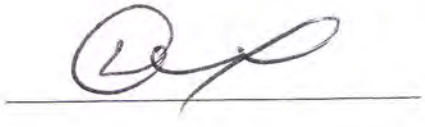
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Porter. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

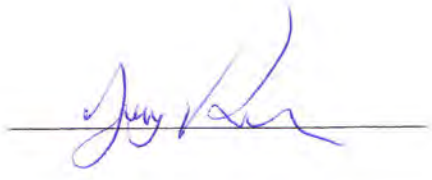
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lance Wiener. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 30, 2018.

Jane Whitmire

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Liza Wiener. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

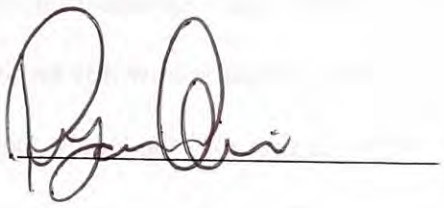
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26TH, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is SHITO JOY. I live in BRAZORIA County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Liza Wiener. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

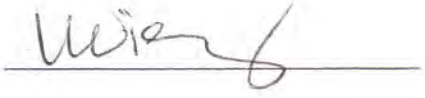
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carenda Fiehy. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

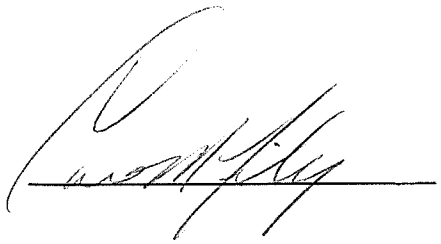
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ruby Joy. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cathryn Giles. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Cathryn Liles

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chrisie Parker. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barry Wiener. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LIJI JOHN. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Henry F. Dake. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is C-Grimes. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pamela Robinson. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Aranda Grubbs I live in grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [signature]. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amelia Wood. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Vanessa Evans

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kaylene Delgado I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC: (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Kaylee Delyk

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kim Resendez. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DARRYL SHREVES. I live in WALKER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC: (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Russell Rice. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

R Rei

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is X TODY OLIVER. I live in X Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

X

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is SCOTT WALLACE. I live in WALKER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Scott Waller

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James A. Coleman I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is OTIS MOTEN I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jessie Johnson. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Jessie Johnson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Roseman I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

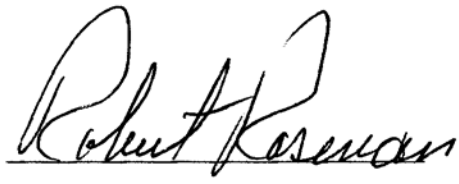
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brent Rollings. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Faye Morfords. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22nd, 2018.

Faye Morford

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James L. Morford. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Douglas Thomas. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23rd, 2018.

Douglas Thomas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brenda Thomas. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23rd, 2018.

Brenda Thomas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sue Little. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Little. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Charles Phillips

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clinton Little. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

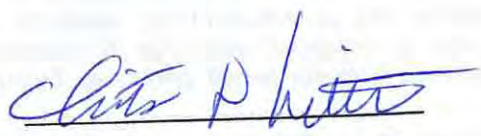
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Monica Little. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Monica Little

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nelta Little. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CARMA SULLIVAN. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

Carma Sullivan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristi Akers. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

__Kristi Akers_____

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tim Akers. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

__Tim Akers_____

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William R Scotland. I live in Ft Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephanie Carlat. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Stephanie Carlat

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cynthia Zermeno. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Cynthia Zermeño

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lauren Loupe. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

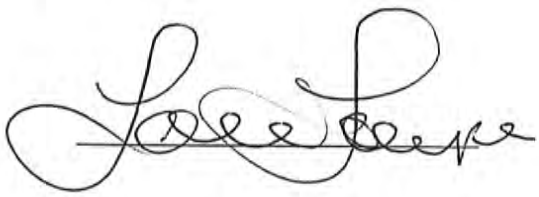
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gwen Hernandez. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

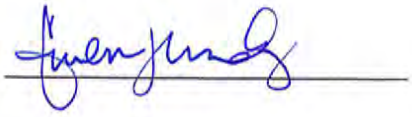
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shannon McPeters. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Walter Dominguez I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Hood. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Robert Good

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty Martin. I live in Brazoria County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Betty Martin

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carrie Murphy. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

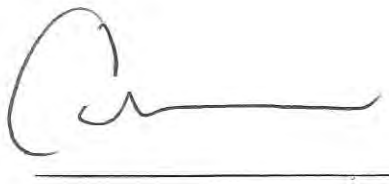
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deanna Mathieson. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should be first completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that, while I did not personally verify the foregoing statements of fact, I have full faith and confidence in the legal and accounting professionals that did so, and based on their representations, I feel all foregoing statements are true and correct. Further, I certify that I am over twenty-one years of age, I am of sound mind, and I am in no way bared from making this statement.

Executed on May 20, 2018

Deanne Mathews

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Derek Darst. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Sky Meadow Farms by Derek Darst

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Casey Sherman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

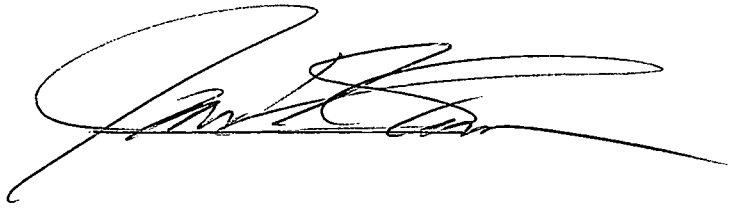
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lindsay McClellan. I live in Ft. Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

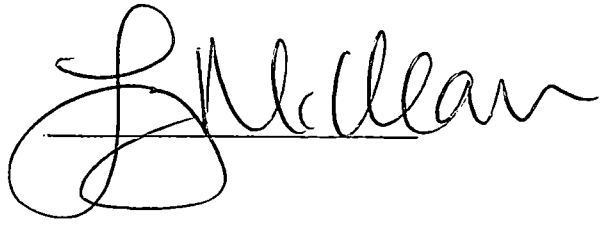
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marilyn McGuire I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Marilyn McGuire

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronney Nichols. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

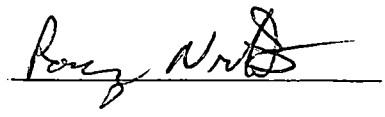
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kellye Albarran. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Kelly Albarran

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diane Sherman I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20th, 2018.

Diane B. Sherman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Celestino Alkaran. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tracey Nichols. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [redacted]. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teresa Cavazos. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 10, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Pringle. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

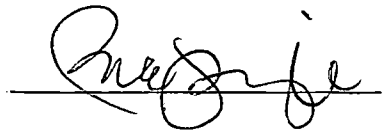
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frank L. Adamec I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Frank L. Adamec

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Bolton. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dan Rodgers. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

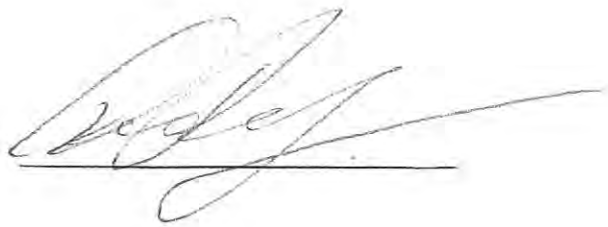
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary G Ford. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Dany M Ford

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gia Bogues. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gerald Hill. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

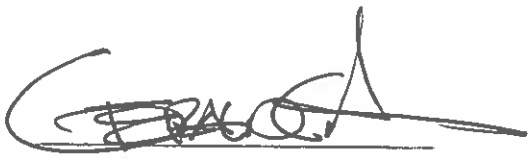
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janice Roseman. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Janice Roseman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joel Blackburn. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Blackburn. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JAMES MICHNA. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

James C. Heil

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kimberly Ford. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Kimberly Ford

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leroy Michna. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mary Blackburn. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Mary C. Black

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MARSHA REAVIS I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

Marsha Rawls

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Rollings. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is PAULA DOSSETT. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financial and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should be first completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that, while I did not personally verify the foregoing statements of fact, I have full faith and confidence in the legal and accounting professionals that did so, and based on their representations, I feel all foregoing statements are true and correct. Further, I certify that I am over twenty-one years of age, I am of sound mind, and I am in no way bared from making this statement.

Executed on May 20, 2018

Paula K. Dossett

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pattie Bayles I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is O. R - 5121. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

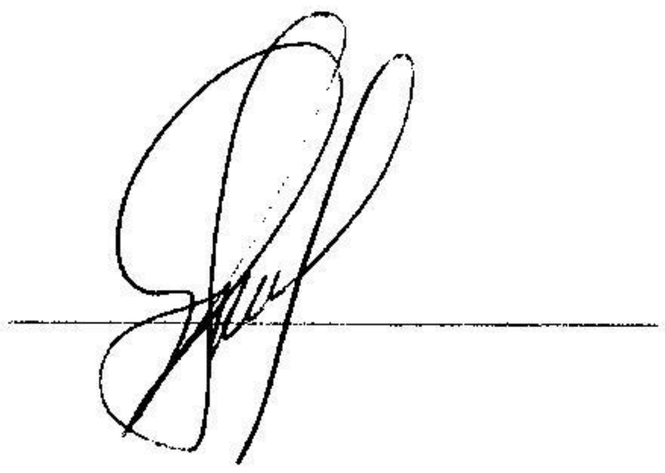
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Moore. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Katty B. Moore

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is T. W. Moore, Jr. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

T. W. Moore, Jr.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Siri. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, L.L.C. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Kathy Siri

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JAMIE MATHEWS I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Tamie Mathews

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Reeves I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Charles Pen

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Mathews. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

David Matthews

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jordan Wise I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Jordan Wise

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cameron Wise. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Carmen Wise

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Deborah Jordan. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Deborah Jordan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GEORGE E. JORDAN. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

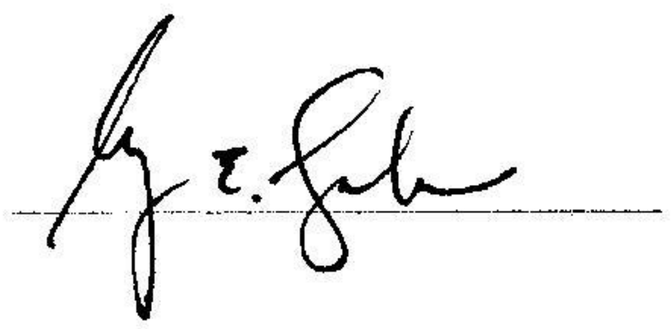
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tammy Harrison I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

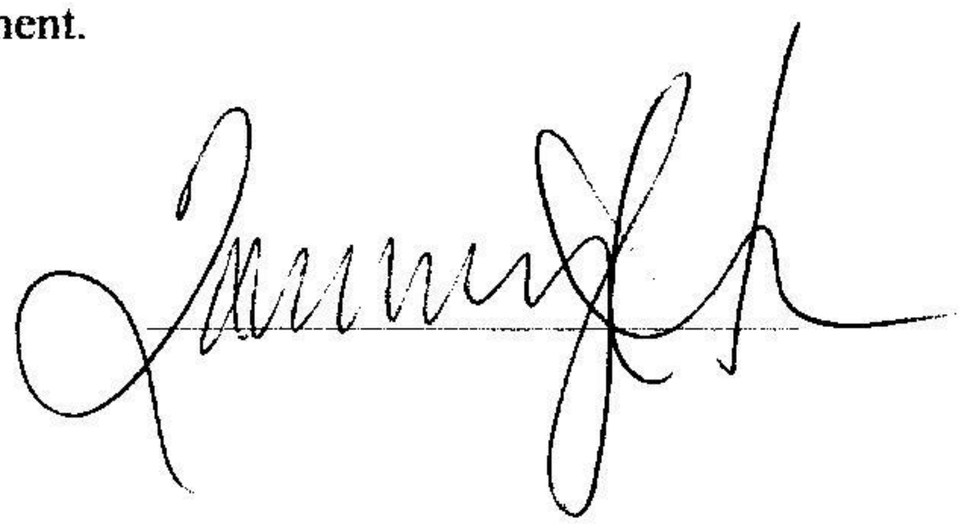
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Harrison. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shannon Cunningham live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Deanna Cunningham

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shannon Dennis. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

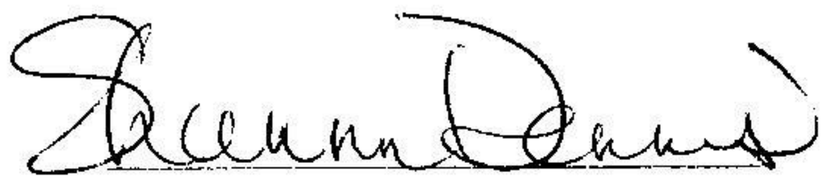
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra Wadgast I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Debora Wallgrost

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Greg Dennis. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joyce Dennis I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cindy Havard. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Cindy Havard

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elaine Bullard. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Diane Bullard

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Geri Page. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Jen'i Page

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wallace Page. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jessica Page. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Jessecar Page

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Page. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randall Jenkins. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Monica Jenkins I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Monica Ogden

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stacey Jenkins I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn. I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matthew Jenkins. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

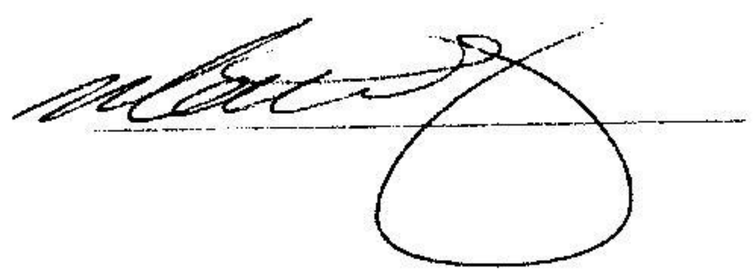
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robin Cole. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Robin Cole

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mark Cole. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cathy Carter. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

Cathy Carter

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is RYAN BOYLES. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pete Campbell. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joseph Elicson I live in Madisonville County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Rose. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

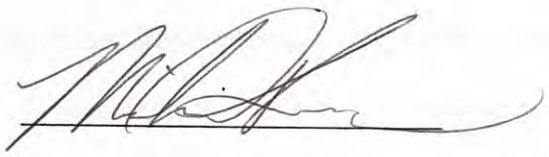
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tiffany Lee. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Tiffany Lee

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terri Lalli. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

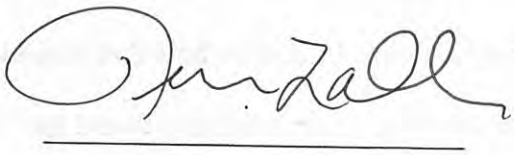
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Krysta Kessinger. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JESSICA SOPER. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pauina. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Paulera Kennedy

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Nixon. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

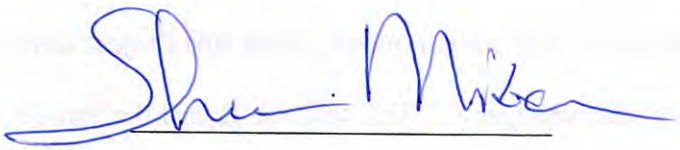
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gwen Brockett. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Gwen Brackett

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clara Fuchs I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Clara Zeuhs

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wanda Johnson I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Wanda Johnson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lindsey Hendricks I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sheron Richmond I live in Houston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristen Helms. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Kristen Helms

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shawna Wilson. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Shawna Wilson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ashley Hull. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

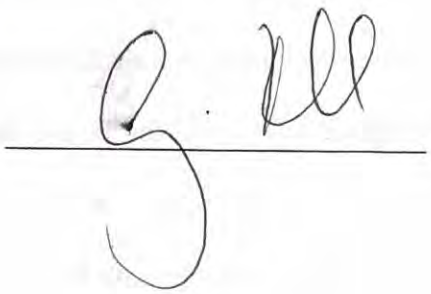
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jake Hall. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Jake Hall

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melissa Hull. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Delores Richards. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Delores Richards

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CHARLES TURNER I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is VERNON L. JONES II. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Audrey Whitesides I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26 2018.

Audrey Whitesides

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Johnnie Whitesides I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Johnnie E. Thibeaux

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michaelle Whiteside I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Michael Wheeler

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GENE P. WHITSELL I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [illegible] I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Goodridge I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Linda Goodridge

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bradley Brock. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

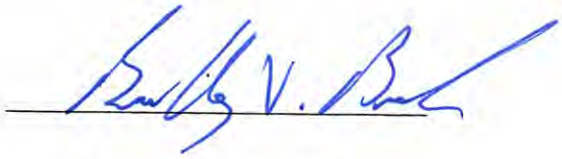
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melvin Neely. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

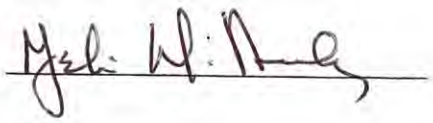
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael King. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

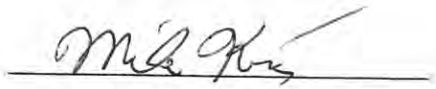
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Annie Reynolds. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

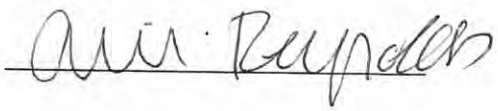
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pam Thornley. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

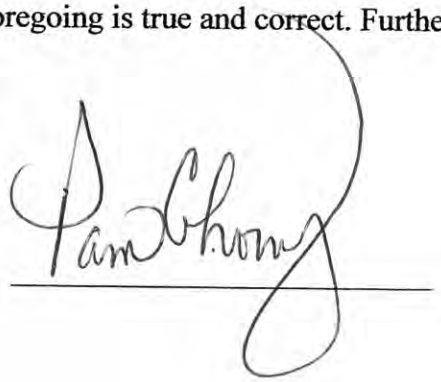
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lori Hagaman. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Lori Hagaman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lauren Greer. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Lauren Shea

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rick Smith. I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

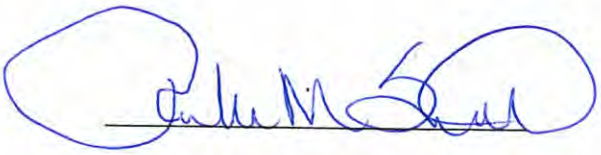
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sharon Smith I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.

Sharon Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JOHN HALE. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kyle Allen I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is H. Denetta Cogburn I live in Grimes, County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

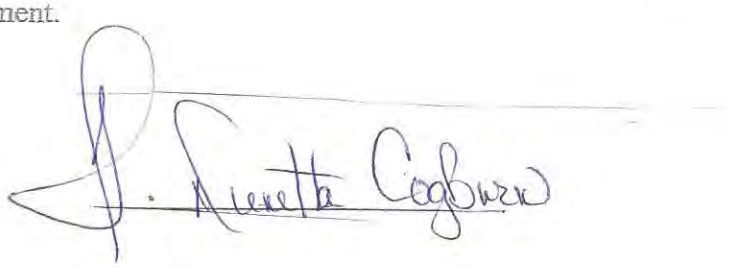
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GEORGE T. BRADLEY I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Georgia Bradley

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randal Smallwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chris Campbell I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Chris Campbell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Craig S. Hefferman I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Craig S. Hoffman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sue Underwood I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Sue Underwood

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Debra BRADLEY I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Debra Bradley

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Bill. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Sandra Bird

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ned Rodriguez. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Ned Rodriguez

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is AUSTIN STAREK. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board *even though Texas Central refuses to release the "studies" that allegedly support these projections. I also*

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BRANDY GROOMS. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

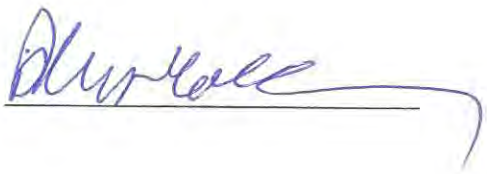
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Raymond Cranor. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

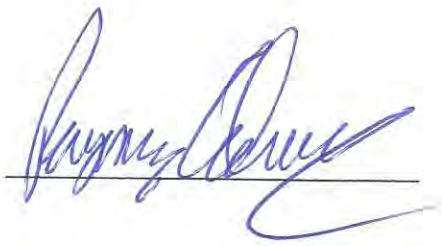
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [illegible]. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronny Cyprian. I live in 24 County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Tommy Caldwell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Victor Hostes. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommie Caldwell. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Lonnie Caldwell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LAVON B. THOMAS I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Lavon B. Thomas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is W. Grant Thomas. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

W Grant Thomas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dannette Miller. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Danetta Mills

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Hollene Self. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is TIMOTHY MILLER. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Timothy D Miller

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronald Ingram I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janette Ingram I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Janette Sargent

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Lund. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Sonna Lund

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Lund. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Michal Lucd

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Russell Rogers. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Careen Rogers. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Carla Rogers

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paula Mallett. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Paula Mallett

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bob Arndt. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20th, 2018.

Bob Arndt

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah ARNdt. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Deborah Arndt

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Robinson. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

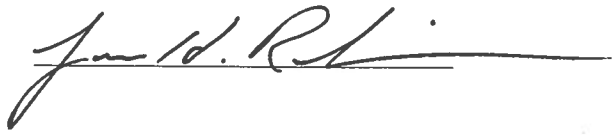
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Parrino. I live in Liberty County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matthew Byers. I live in Liberty County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

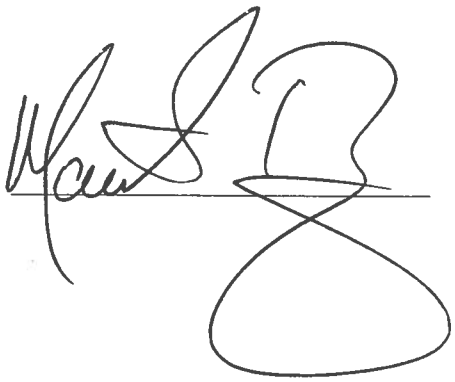
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chad Chenoey. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charlie Calhoun. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WES McRAE. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lyn B. Willis. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mark Price. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

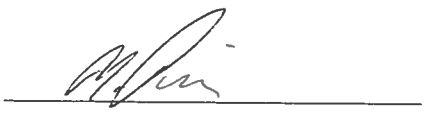
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Schamp. I live in Liberty County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John R. Acevedo. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

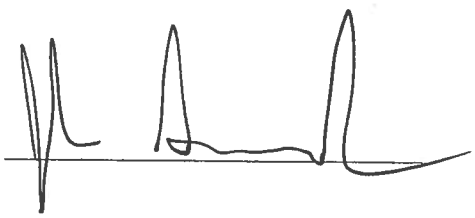
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Fidel Apodaca. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

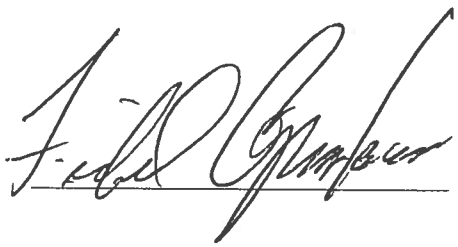
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelly Malone I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

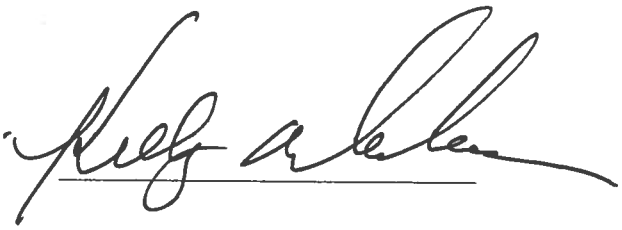
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sherry Michna I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Sherry Medina

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is C. B. Herrington. I live in Smith County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financial and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should be first completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that, while I did not personally verify the foregoing statements of fact, I have full faith and confidence in the legal and accounting professionals that did so, and based on their representations, I feel all foregoing statements are true and correct. Further, I certify that I am over twenty-one years of age, I am of sound mind, and I am in no way bared from making this statement.

Executed on May 18, 2018



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michele Schrandt. I own 92.7 acres at 719 Sullivan Road, Ennis, ~~live in~~ Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Michele Schrandt

Michele Schrandt
22032 FM 1954
Holliday, TX 76366
940/586-1708
940/716-5100 (wk)
mschrandt@cobraogc.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah A Smith I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

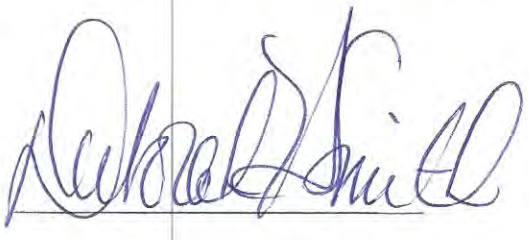
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ralph Smith. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

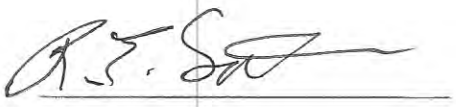
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jack Smith. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Jack H. Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rita Joy Cooper. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Rita Jay Coopers

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brenda Rae. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Brenda Lee

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Lloyd Watson. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary D. Williams I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



281-636-1124

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joyce Sanders I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Joyce Sanders

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is STEPHEN MATHIESON I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should be first completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that, while I did not personally verify the foregoing statements of fact, I have full faith and confidence in the legal and accounting professionals that did so, and based on their representations, I feel all foregoing statements are true and correct. Further, I certify that I am over twenty-one years of age, I am of sound mind, and I am in no way bared from making this statement.

Executed on May 20, 2018



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clay Fiby. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

C. Tully

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amy Granger. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

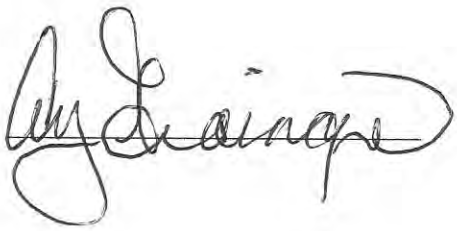
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clint J. Mote. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

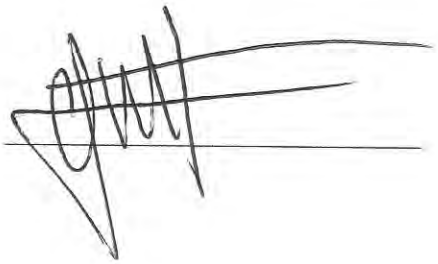
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Doris Grainger I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

Doris Brainger

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jack Grainger. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

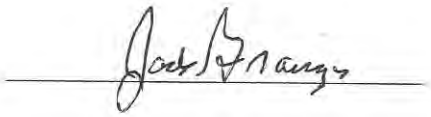
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Henry Grainger I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

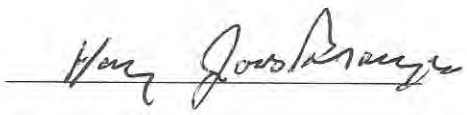
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Jordan. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Rhonda Jordan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Douglas L Jordan I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

Douglas E Jordan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paulette Harris I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Keith Thaeman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

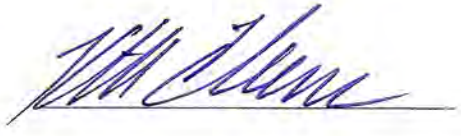
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julie Thaemar. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Julie Thaeman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jessica Compton I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BRADLEY R. COMPTON. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah Christian I live in Cypress County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shannon Cox. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Shannon Cox

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty S Keeten. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26 2018.

Kathy K. Keeton

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelly Thompson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $ 8 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Kelly Thayer

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Helen Barringer I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $ 8 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Helen Baumgarten

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DAVID BARRINGER I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

David K. Barnes

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert D Glaser JR. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ROXANA G. JOHNSON I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cameron Ray Dockens. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

Cameron Dockens

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Peggy Hendrix. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Peggy Hendry

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennett L. Ray-McWhorter. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vernon Reavis. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Yvonne Wilson I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

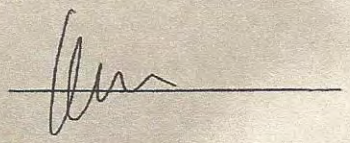
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Louise Fontaine. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pauletta C. Humphrey I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

Paulette C. Humphrey

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert L. Humphrey. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stan Johnson. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melissa Hilliard. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Melissa Hill Pate

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Tune. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy beca it won't release any data to back up these claims. Texas Central should be required to fully disclose information regarding the Project, given that it will negatively impact Texas communities and disr the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclos should be required, full discovery should be allowed, and the final Environmental Impact Statem should first be completed. The public must have adequate time to comment after all information disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Centra continuing efforts to hide information from the Texans whose lives and communities will be permanen affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that am qualified and authorized to file this statement.

Executed on May 29, 2018.

Mary Lane

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Zachary Taylor. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy beca it won't release any data to back up these claims. Texas Central should be required to fully disclose information regarding the Project, given that it will negatively impact Texas communities and disr the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclos should be required, full discovery should be allowed, and the final Environmental Impact Statem should first be completed. The public must have adequate time to comment after all information disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Centra continuing efforts to hide information from the Texans whose lives and communities will be permanen affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that am qualified and authorized to file this statement.

Executed on May 29, 2018.

Mary Lowe

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles Sooley I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Charles Sooby

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DOUG E. NICHOLS. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

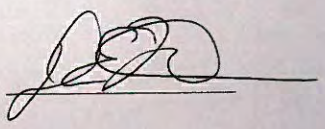
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jesus Gomez I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

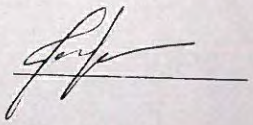
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth Winkler I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

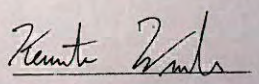
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MARSHALL CLINKSCALES I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 30, 2018.

Marshall Clemmer

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Katie Scofield I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

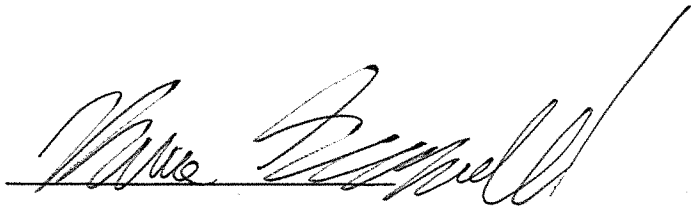
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 30, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jo Ann Scofield I live in Fort Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

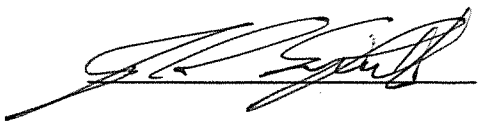
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 30 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Patricia Anderson I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Patricia Andersen

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kim Wells-Baker. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BEN BAKER. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BOB BEAKLEY. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Bob Beakley

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Beakley. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Linda Beakley

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott T. Born. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Reese Brown. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sara Brown. I ~~live in~~ have property in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Sara Brown

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Casey Caldwell I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Casey Caldwell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rodney Caraway. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennie Caldwell. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael CANO. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Adrian Carson I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melantha Carson. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melba Davis. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Melba Davis

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Belinda Disotell. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Belinda Decotell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James W Dismuke Sr. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anitta Dibbs. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom DuBois. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles A. DURBIN I live in LEON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JANE A DUBAIN. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cindy Elder I ~~live in~~ own a farm in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Cindy Elder

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Elder. ~~I live in~~ own farm in Ellis County near route County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

William Eddy

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jake Ellzey. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary R. Fokmar. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cynthia Simmons Gage. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is C J GORN. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bobby Goins. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cadry Lengsinger I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Gary Gunsinger

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Judith Kerr Caughey I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nena Harwell. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Rena Harwell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is T.O. HARWELL. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

T. O. Harrell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KENNETH HASKAMP. I live in ELLIS County, Texas and ~~will~~ AM NOT ONLY CONCERNED ABOUT BUT OPPOSE affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Kenneth Ashcraft

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ruth A Hentze. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Ruth A Hoide

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shelly Isom. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

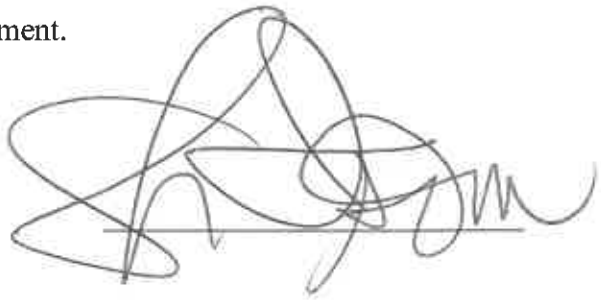
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Demetris Lemmons. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Harold J. Lemmons. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brad Martin. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles McCormack, I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy McCormack. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Nancy McCormack

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kasey McGraw. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Kasey McC

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jennifer Muir. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert D. Muir. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alton Mueng. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jimmy Owens I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melanie Poteet. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rick Pavlet. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dolores Roberto. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MICHAEL T ROBERTO I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Becky Scasta I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Becky Sasta

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronald Scaife I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty Scawerin ~~I live in~~ my property is in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Betty L. Schroeder

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George W. Schwerdtfeger. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21st, 2018.

George W Schwerin

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeremy Shipley. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Merrijo Slovak I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Merrijo Sloan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Slovak. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alex B Smith I live in #1123 County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

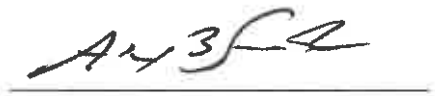
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Caren B. Smith. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Caren Brown Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Victoria Spanich. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Calvin Scarle. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Billy Strella. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BRAD STEELE. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brent Steele. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Brent Stutt

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carla Steek. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Montana Steele. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vickie Steele. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wendy Steele. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Wendy Stede

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ima Cozetta Taylor I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Coytta Taylor

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Doug Tatum I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LAURA TAYLOR. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eliza A. Torres I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jose Torres. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Joe R. J

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Daniel Wood. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William S. Ward. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert L. Wood. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Robert L. West

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Wray. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frank Ballard I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is PAMELA KABISCH I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JAMES ROBERTS. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephanie Laughlin. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

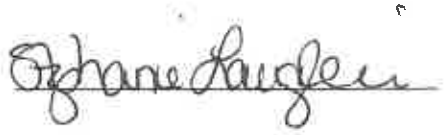
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ashley Robinson I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dixon Chen. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rosy Chen. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alice Polk. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Alice Polk

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Maribel Blandon. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dorothy Parungao. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jensen Chen. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shawn Waldrop. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Sharon S Woolsridge

I also have a small ranch in Somervell County

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom McMeans. I live in Lubbock County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

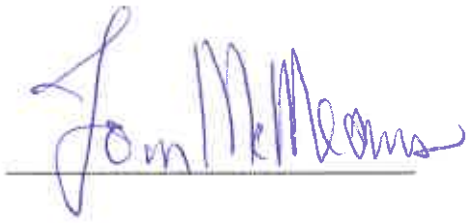
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terry Payne. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed,

and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018

May 25th 2018

First Name (required)

Terry

Last Name (required)

Payne

Phone Number (required)

936-396-3921

Your Email (required)

TNP68@AOL.Com

Street Address (required)

6502 FM 39 S.

City (required)

MARQUEZ

County (required)

LEON

State (required)

Texas

Zip Code (required)

77865

AQVL

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

Download / Print

TEXANS AGAINST HIGH-SPEED RAIL
www.TexansAgainstHSR.com

Texans Against High-Speed Rail P.O. Box 245 Jewett, Texas 75846 Copyright © 2015

Search This Website

Search

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DENNIS GRAFA. I live in Tom GREEN County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

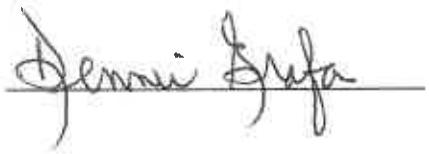
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



866.319.7756 info@TexansAgainstHSR.com

Select Page

Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bobbie Glenewinkel I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed,

and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018

May 25, 2018

First Name (required)

Bobbie

Last Name (required)

Glenewinkel

Phone Number (required)

936-396-4503

Your Email (required)

berglenewinkel@yahoo.com

Street Address (required)

8608 FM 39 South

City (required)

Normangee

County (required)

Leon

State (required)

TX

Zip Code (required)

77871

AQVL

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

Download / Print

TEXANS AGAINST HIGH-SPEED RAIL
www.TexansAgainstHSR.com

Texans Against High-Speed Rail P.O. Box 245 Jewett, Texas 75846 Copyright © 2015

Search This Website

Search

866.319.7756 info@TexansAgainstHSR.com

TEXANS AGAINST HIGH-SPEED RAIL

Select Page

Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy L. Floed, Sr. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed,

and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018

May 25th 2018

First Name (required)

Roy Edwin

Last Name (required)

REED, Sr

Phone Number (required)

936-396-3914

Your Email (required)

bobbie@leongasflynn.com

Street Address (required)

7780 FM 39 South

City (required)

Normangee

County (required)

LEON

State (required)

Texas

Zip Code (required)

77871

AQVL

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

Download / Print

TEXANS AGAINST HIGH-SPEED RAIL
www.TexansAgainstHSR.com

Texans Against High-Speed Rail P.O. Box 245 Jewett, Texas 75846 Copyright © 2015

Search This Website

Search

866.319.7756 info@TexansAgainstHSR.com

TEXANS AGAINST HIGH-SPEED RAIL

Select Page

Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy E. Reed, Jr. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed,

and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018

May 25, 2018

First Name (required)

Roy

Last Name (required)

Reed, Jr.

Phone Number (required)

936-396-6267

Your Email (required)

roy@leongasflynn.com

Street Address (required)

9596 FM 39 South

City (required)

Normangee

County (required)

Leon

State (required)

Texas

Zip Code (required)

77871

AQVL

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

Download / Print

TEXANS AGAINST HIGH-SPEED RAIL
www.TexansAgainstHSR.com

Texans Against High-Speed Rail P.O. Box 245 Jewett, Texas 75846 Copyright © 2015

Search This Website

Search

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Doucet I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Carol Doucet

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is B. WARD LANE. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

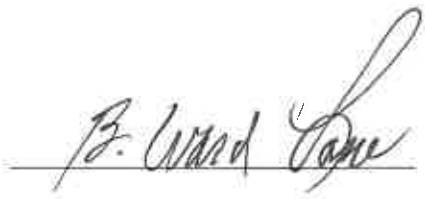
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna S. Head. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry L. Head. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



866.319.7756 info@TexansAgainstHSR.com

TEXANS AGAINST HIGH-SPEED RAIL

Select Page

Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is OLEN DEWEES I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018
MAY 25, 2018

First Name (required)
OLEN

Last Name (required)
DEWEES

Phone Number (required)
713 9269332

Your Email (required)
WDVDG3@YAHOO.COM

Street Address (required)
6810 KERNEL

City (required)
HOUSTON

County (required)
~~HARRIS~~ HARRIS

State (required)
TEXAS

Zip Code (required)
77087

The proposed Dallas Houston HSR is projected to cut through diagonally through our 73 acres in Waller County.
This property, which has been in the family for at least three generations, is owned concurrently by three Dewees descendants – myself, my sister, and my brother.

We have a weekend home on this Waller property, and the proposed HSR route comes close to this weekend home. It would have direct impact on our family's activities on this property,

AXJ Q

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

866.319.7756 info@TexansAgainstHSR.com

TEXANS AGAINST HIGH-SPEED RAIL

Select Page

Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WALTER DEWEES I live in BRAZOS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018
MAY 25, 2018

First Name (required)
WALTER

Last Name (required)
DEWEES

Phone Number (required)
979 846 1615

Your Email (required)
WDVD63@YAHOO.COM

Street Address (required)
9532 DOGWOOD TRAIL

City (required)
COLLEGE STATION

County (required)
BRAZOS

State (required)
TEXAS

Zip Code (required)
77845

The proposed Dallas Houston HSR is projected to cut through diagonally through our 73 acres in Waller County.
This property, which has been in the family for at least three generations, is owned concurrently by three Dewees descendants – myself, my sister, and my brother.

We have a weekend home on this Waller property, and the proposed HSR route comes close to this weekend home. It would have direct impact on our family's activities on this property,

AXJ Q

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amy Haney. I live in Angelina County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Amy Haney

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CAROLE BENEDICT. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Carole L Benedict

866.319.7756 info@TexansAgainstHSR.com

Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Please be sure to compete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018

May 23, 2018

First Name (required)

Thomas

Last Name (required)

Stern

Phone Number (required)

832-526-0692

Your Email (required)

tfstern908@yahoo.com

Street Address (required)

7490 Pvt Road 3175

City (required)

Buffalo

County (required)

Leon

State (required)

Texas

Zip Code (required)

75831



49NZ

Your entered code is incorrect.

Send

Validation errors occurred. Please confirm the fields and submit it again.

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

Download / Print

TEXANS AGAINST HIGH-SPEED RAIL
www.TexansAgainstHSR.com

Texans Against High-Speed Rail P.O. Box 245 Jewett, Texas 75846 Copyright © 2015

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brenda Bales. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is J. Robert Butler. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darren Urie. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Darren Ulrie

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is THOMAS CHEN I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

Scanned with CamScanner

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



Scanned with CamScanner

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cox R. CRIDER I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Cox R. Cridar

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darrel Hunt. I live in Walker County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Daniel Hunt

931 Elkins Lake
Huntsville, Tx 77340

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roslyn Taylor. I live in Athens Henderson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Roslyn Taylor

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rebecca Coon. I live in Bell County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Rebecca Coon

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jonathan Coon. I live in Bell County County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Jonathan Coon

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James VanBeek. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marie C. Key I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kimberly Watson. I live in Corsicana County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is SGT. JOE G. ESTRADA live in DALLAS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ABDUL RAHIMAN. I live in DALLAS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Melinda Aden. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

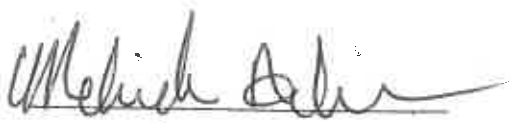
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christina Cervantes I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BONNIE FISCHER. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Bonnie Frecher

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cathey Gtona. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Paola Rodriguez. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Paula Rochuyes

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elsy VenTura I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Elsy Ventura

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Oscar Alonso. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Oscar Alonso

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sanjay Kanayjiya I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

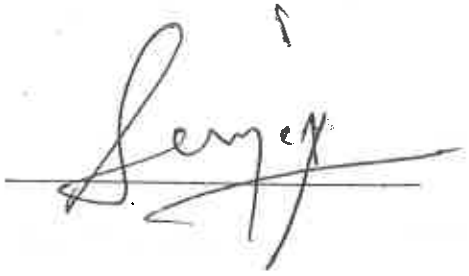
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21st, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry Sills. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

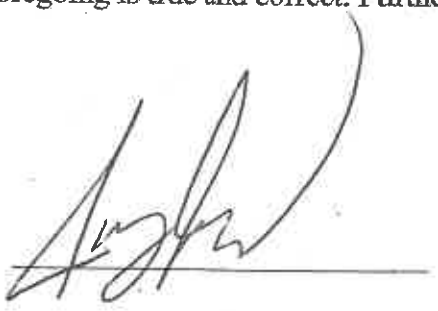
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Albert Williams. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Albert Williams

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth Grice I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Kenneth Grice

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tony Prado. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Tony Prado

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Margaret Dutton I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Margaret C. Dutton

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Librado Davila I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jammy Lafon. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Billy Stafford. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Osiel Avila. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Maria A. Sauceda. I live in Dallas, County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21st, 2018.

MAS Cuceda

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kimberly Torres I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Kinley Tarr

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jaime Hernandez I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

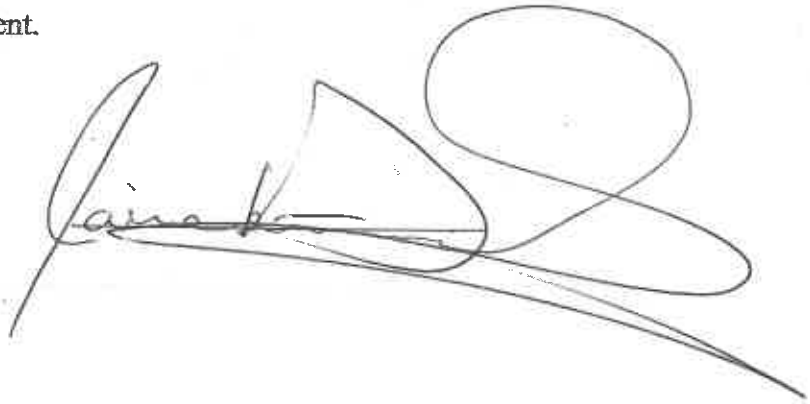
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is HORACE Stanfield I live in 1d Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

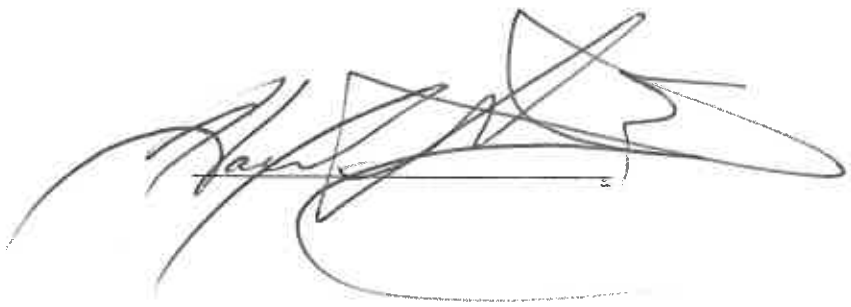
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is April Tonle. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joseph Hagood. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



TEXAS

PASSENGER

VERIFIED STATEMENT

My name is [illegible]. I

affected by the 240-mile-long high-speed rail line

Infrastructure, Inc. and Texas Central Railroad, LLC

filed a Petition to Reopen these proceedings in which

to take jurisdiction over the Project and reconsider

I oppose Texas Central's petition for Exemption

about the Project from the public. I do not think

informed decision at this time because now this project's

cost numbers keep changing. It told the Board in

that number has already risen to billion. And Texas Central

funded, but Texas Central admitted under oath that it has

for the Project. Also, Texas Central will not disclose its business

Central has also admitted that it will aggressively seek

California with its Project, the Board must require Texas Central

related information to ensure that Texas does not end up with

Texas Central has also increased its ridership projections

even though Texas Central refuses to release the "study" that

SURFACE TR

Finance

TEXAS CENTRAL RAILROA
TEXAS CENTR
—AUTHORITY TO CO
PASSENGER RAIL LINE BETWEE

VERIFIED STATEMENT IN SUPPORT OF TEXA
PETITIONERS' PETI

My name is Sidney C. Smart. I liv

affected by the 240-mile-long high-speed rail line (Pr

Infrastructure, Inc. and Texas Central Railroad, LLC. (Te

filed a Petition to Reopen these proceedings in which it as

to take jurisdiction over the Project and to reconsider its Pe

I oppose Texas Central's Petition for Exemption. Te

about the Project from the public. I do not think the Boa

informed decision at this time. Questions how this Project can b

cost numbers keep changing. It told the Board the Project w

that number has already risen to billions. And Texas Central has

funded, but Texas Central admitted under oath that it has secured le

for the Project. Also, Texas Central will not disclose its business plan

Central has also admitted that it will aggressively seek federal fun

California with its Project, the Board must require that Texas Central

related information to ensure that Texas does not end up with a half-built

Texas Central has also increased its ridership projections from w

even though Texas Central refuses to release the "studies" that allegedly sup

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Crozier I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nelda Teague. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Anderson I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is W. Lynd. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randy Price. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amber Mitchell I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Desmond Cox. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tory Luna. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Kincaid live in DALLAS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Michael Lynch

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MITZI SHAFER. I live in DALLAS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bridget Hernandez. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 11, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jane Marshall. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Jane Markell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Miguel Escobedo I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kendall Smith. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [illegible] I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Allen Canfield. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Stowe. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clint Fikes. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is William Autry I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

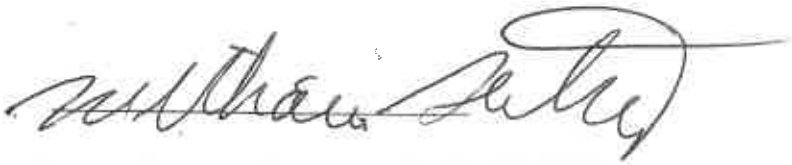
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edward Hilley. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Myra Hidalgo. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Myra Hidalgo

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Crystal Tucker. I live in Falls County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Crystal Tucker

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Tucker. I live in Falls County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

James Tucker

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Renee' McBay. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Renee McBay

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is E.V. Pratt. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cathy Gibson I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Cathy Gibson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alan Gibson. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BART CHANDLER. I live in FREESTONE County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mrs John Posey I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Mrs John Posey

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elizabeth Heim. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

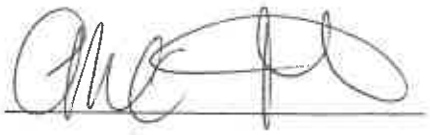
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Will Burnos. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sheila Kinsella. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Sheila Kuseltle

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is SHERRI JAKUBOWSKI. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pam Craig. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beverly Wheeler. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommy Cole. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Tommy Cole

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MELANIE EUBANKS. I live in FREESTONE County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Melanie Eubanks

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ROBERT EUBANKS SR I live in FREESTONE County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 10, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott Korns. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christie Anz. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

Christie Anz

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Virgil D. Block. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

Angie D. Black

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Pickett. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Kathy J. Lockett

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Margie Alderman I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Margie Alderman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joe R. Alderman I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Joe R Alderman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brian DeVault. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Latham. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.

Roy Latham

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Jones I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Colleen Ford. I live in Forestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Colleen Jones

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Byron Tarver I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Byron Lumar

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is VERNON DOUGLAS. I live in FORT BEND County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Vernon R. Douglas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is T.S. Miles Kelly Jr. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Janice Kelly. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Janice Kelly

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Julian Lane. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WILLIE LEIBER. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Willie Leiber

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JACOB MACHAC. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with [redacted]

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Jacob Machac

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DAVID J. MACHAC, I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ELIZABETH MACHAC. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Elizabeth Markow

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brenda Martinez. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

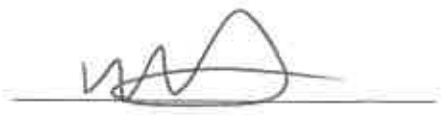
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



SIGNED

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Heather Medicine. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

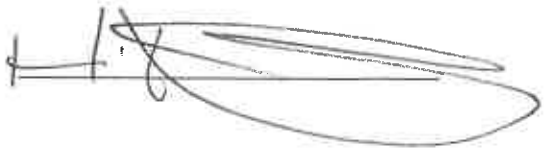
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Allen Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Allen D. Morris

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Becky Morris. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Becky Morris

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DAVID MISELIONE I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

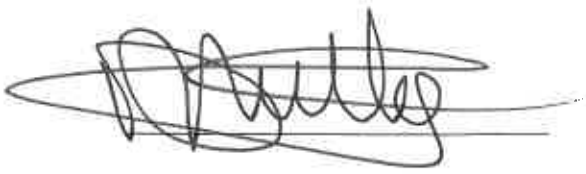
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is AnnaBeth Neasan I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Anna Beth Reason

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anthony Tasker. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DAVID H. PATRICK. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

/David Hoelscher

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Patrick I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Susan Patrick

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is _____. I live in _____ County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

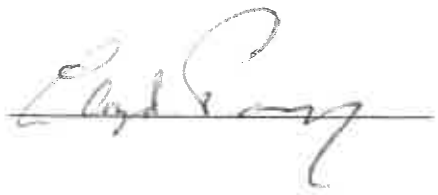
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah Powell. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Deborah Powell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mark Bennett Powell. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Mary Bennett Powell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joseph Reznicek I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Howard Robinson I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott A. Robinson I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leon Scalding. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Jean Sardino

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Eugena P. Scott. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Eugena P. Scott

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GERALD SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Gerald W Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Helen Statham. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Helen L Latham

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Sollock. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

James Sollock

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JC Thompson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerome Urbanosky I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Jerome Urbanosky

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roy Johnson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DORIS IANDOLI. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Doris Dandoli

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Albert Iandoli. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Albert W Sandoli Jr

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ursula Hefelmann I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KAREN HALE. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Karen Hale

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nancy Mayhew. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Nancy Moschke

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert W Goldstein. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is FRANK GLASS I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Carol Garnett. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Carol Garnett

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leanne Floyd. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronnie Floyd. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Ronnie B Floyd

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joanne Floyd I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 12, 2018.

Joanne Floyd

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Doretta Finch I ~~live~~ have property in Grimes County, Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Doretta Finch

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Finch. I ~~live~~ have property in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sherry L. Fauth, I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Sherry L Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LOUIS FALSONE I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Louie Goldsmith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MONTE EDWARDS. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

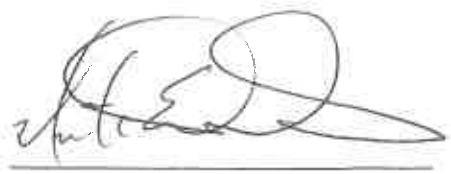
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is KARIN EDWARDS. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Kevin Edwards

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David E. Dobiyanski. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

David E Dobyanski

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shirley F. Cox I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Shirley J. Cox

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James F. Cox Sr. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

James F. Cox Sr.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sandra Cooper. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15th, 2018.

Sandra Cooper

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Connie Clements. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Connie Clements

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is George Chen. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lester Underwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Diana Westmoreland. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GARY L. WILLIAMSON. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

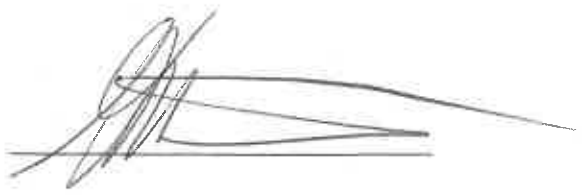
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LAURA CHAMBERS. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Laura Chambers

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jim Candler. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cee Cee Candler. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Cee Cee Candler

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Randa Calhoun. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Ranch Calhoun

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dana Bevel. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Dana Bird

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Berl Bevel. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Bill Burch

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JUDITH F BENNETT I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is STEVEN D. BAUER. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DAN AGAN. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Adamec I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.

Barbara Adamec

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marilyn Bettes I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Marilyn Bettes

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Charles McDuffie I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Charles D. McDaffie Jr.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ann McDuffie I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Ann McDuffie

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Christopher J. Mecke I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

CM ~~I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I~~ CM

~~am qualified and authorized to file this statement.~~

Executed on May 30, 2018.

Christopher J Wolf

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary Dycus. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Amy L Dycus

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dorothy Holtkamp. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

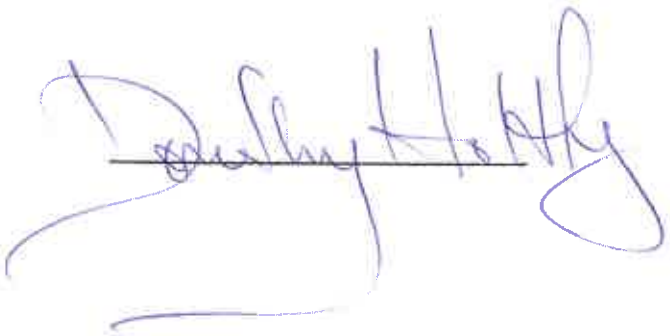
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah Grimes I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Deborah D. Brewer

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lindsay L. Lee. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Sandra Peterson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is RICHARD GRIMES. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Yvonne Recio. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Kunich. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Michael Rumich

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Briggs. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronnie Beggs. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Megan Greenwood. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JOHN A GREENWOOD IV. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19th 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CRAIG HARLINGEN I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pamela A. House I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Pamela A. Lause

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty (Bet) Jennings I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15th, 2018.

Bet Jennings

Betty (Bet) Jennings

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kelly Maretich I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Kelly Mavtede

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tommy SALZAR. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marilyn Salzar. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Marilyn Salazar

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Frank Seber. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Frank L. Leber

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roger Timmerman I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Roger Zimmerman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ANTHONY J. WIDACKI. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

A. J. Widacki

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Chambers I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Aubrey Sauer I live in Hardin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CALVIN V. HOUSE. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Robin V. House

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is N. T. Bailey. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Braun. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dorothy Breaux. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Floyd Garraway. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Floyd A. Carnahan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Greenwood. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

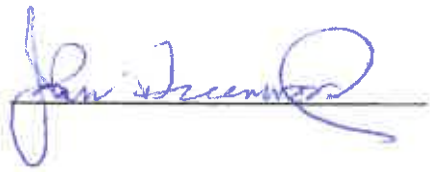
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 9, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Rittenbaugh. I live in Hill County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marcie Merritt. I live in Hill County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Marcie Merritt

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Scott Dovda. I live in Kaufman County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

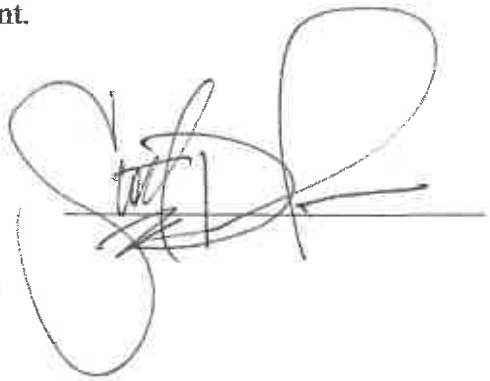
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BRIAN FITZER. I live in Kaufman County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Andrew Lozen. I live in Kaufman County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

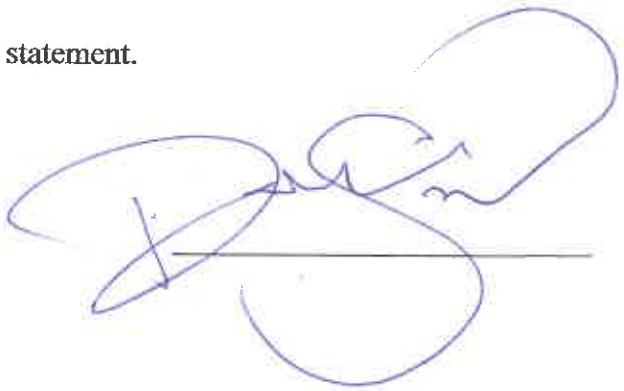
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Andrea Soza. I live in Kaufman County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is WENONA CAVE TAYLOR. I live in LEON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



SIGNED

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BARBARA MYERS. I live in LEON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JIM MYERS. I live in LEON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Hilda Cave. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Linda Flatt. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 11, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Buddy Thornton I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

W. L. Shorb

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teresa Martinez. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Teresa Hartley

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Betty Spurlock. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Betty Spurlock

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Hoyle. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Victoria Nava. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Victoria Nava

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Russell Gordon. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James F Ingram I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sissie Ingram. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Dixie Ingram

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Richard Flatt. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathy Clarke. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

Kathy Clarke

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Hawkins. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

John T. Dawkins

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jerry Gustavus. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clarence Long I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

CM Lang

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ronald K Richards I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Ronald L. Richards

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Schul. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Rhonda Schuh

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Edna Lee Medina Brown I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Edna Lee Martin Brown

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sam Bridges. I ~~live in~~ have interest in Property in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Gatewood I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

But I'm in the process of purchasing Property in Grimes County

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gary L. Dossett. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cody Gatewood. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

but I'm in the process of purchasing property in Grimes County

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sylvia Sazama. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Sylvia A Segovia

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Reagan Reed. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Deagan Deuel

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anne Marmina. I live in Montgomery County, Texas and will be own property in Montgomery County, Texas affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tom C Leeson. I live in Montgomery County, Texas with property in Waller & Harris County and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is GLENN A. MANNING I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DAVID CATO & BUILDING A HOME IN GRIMES COUNTY. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN AND BUILDING A NEW HOUSE IN GRIMES COUNTY

My name is LINDA CATO. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Catherine Price. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Harold F Reed. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Leon Free. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donald L. Free. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Donald L. Iles

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David McHargue I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

David McHaney

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Beverly McHargue I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Beverly McHargue

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Andrew McHargue. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kandace Roberts. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

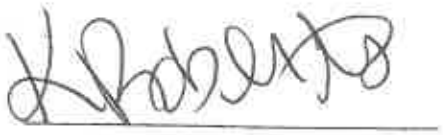
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 9, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Amy Taylor. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 9, 2018.

Amy Taylor

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Regina Blackmarr. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dorothy Griffin. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Dorothy Giffin

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Casey Cagnac. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Loreta Calame. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

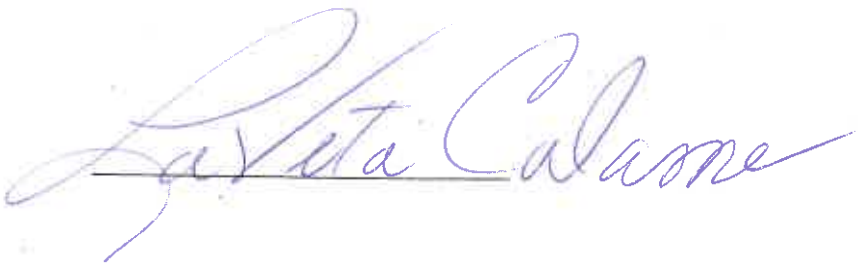
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Stephanie Calam. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dwain Calame I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Simington. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

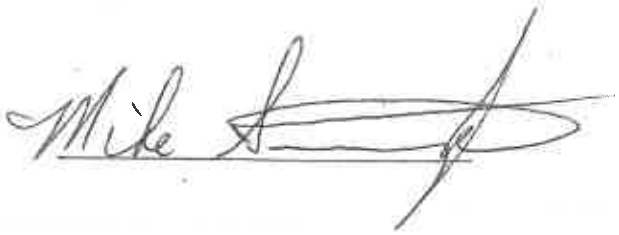
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Terry Knight. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rhonda Kirkwood I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Rhonda Kuliwood

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John McCollum. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Krystal McCollum I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ALEX RASH I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shawn Hallowell I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lacresha. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

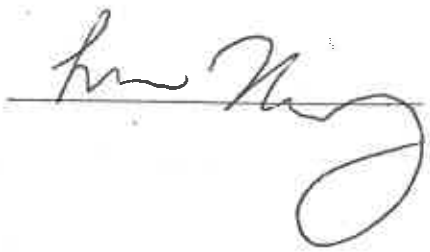
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Karen Davis. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Karen Davis

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MICHAEL MANSFIELD. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vicky Juarez. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 11, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Angel Sifuentes. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Angel Sfuentes

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JOHNNY BAKER I live in DAVIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Johnny Baxter

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Haskell Dighton. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Turner. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Gene Tom Sorpe. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Trevor McHargue. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [signature] I live in [illegible] County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

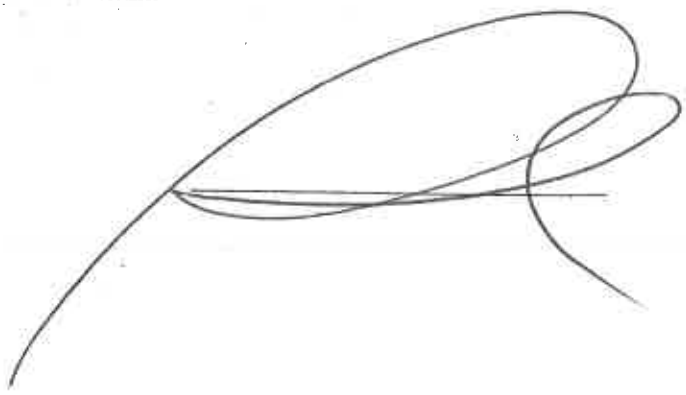
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 9, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is PRAVESH MAHAT. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kayleen Nepier. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John Roman. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 9, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marylen Hall. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Mary Hall

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Erich Brown. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BARRON HALL. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tryston Walts. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is CARRIE McDONALD I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ricky Rogers I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cody Sherrard. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Caley Steward

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Holly Coronado I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

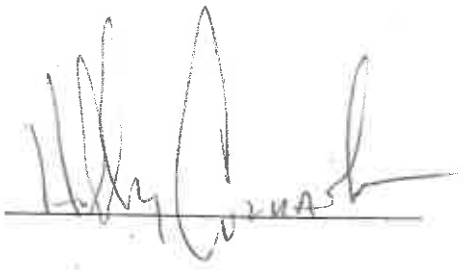
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jenifer Woodall I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michael Jarrett I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Michael Jarvis

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teal Smith. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is HARRY DAVIS. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Nathanael Harris. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is David Duke. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Roger L Slater. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Roger L Slaten

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dr. Roy D. Dow I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bryce Ross McKee II I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cheri Spencer. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Cheri Spencer

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Teresa Smith. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is THOMAS BAUGH. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

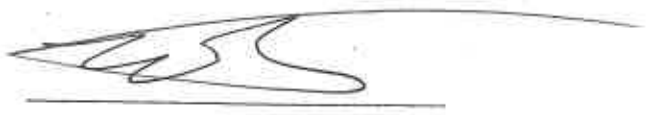
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Anthony Knight. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

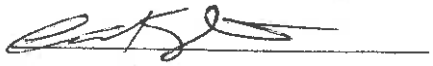
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Darren Knight. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

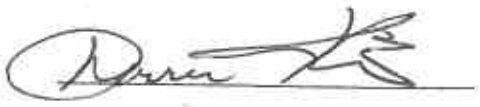
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [signature]. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is John W Wise. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ray Ehlmm. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

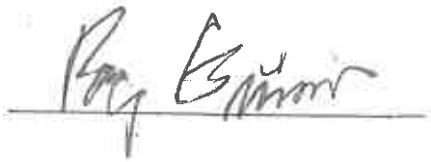
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Vicky Prater. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JOHN QUARLES I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is K.D. Duarles. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

K. D. Durles

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Susan Pabon. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Martha Mahnke I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

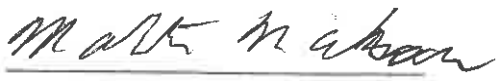
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Steve Coffey. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

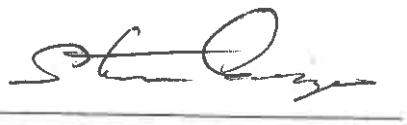
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Elisabeth Wonnacott. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Moriah Wout. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Moriah Wood

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Brent Mitchell. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kassidy Vaughan I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Kassidy Vaughan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Becky Ward. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Bobby French. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Desiree Arnold. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Chana Water. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Diana Water

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jamie Southard. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deelya Washburn I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Deelya Washburn

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Clare C Woolly I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Deborah K. Redden I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dennis Redden. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Austin Davis I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Margaret Singletary. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Margaret Singletary

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Casey Gaston. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rheann Ivie. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Rheann Tvie

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sara Wise. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Samantha Wise. I live in Denton County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Arnold Bamberg. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DEBORAH BOWERS I live in LAMAR County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kristen Mahe. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Houston Mahe

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James M Hutchins I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sherae Phillips I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

Sherral Phillips

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is C.E. Phillips. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

C E. Phillips

5-19-18

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kathryn McHargue I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Matthew Isabell. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Matthew Isabell

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is PAUL McHARGUE I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Paul McHargue

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Lisa Nelson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Liza Nelson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Juan F Leyva. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

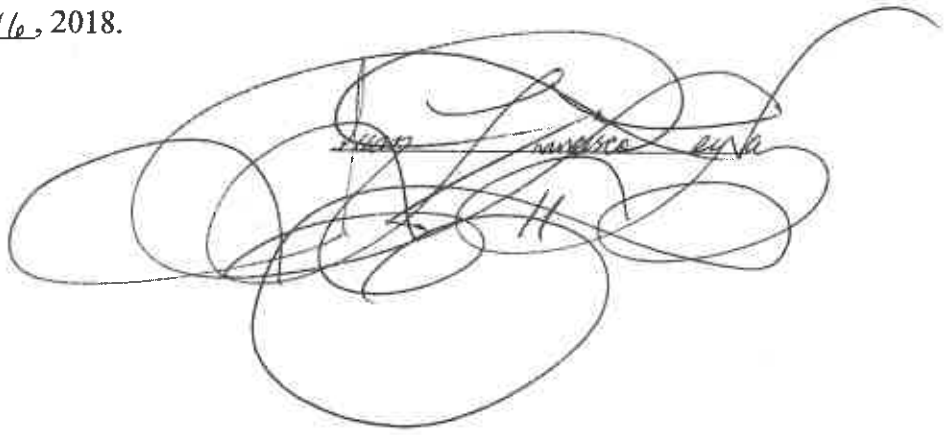
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Parker. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.

Barbara Parker

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kari Wright. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

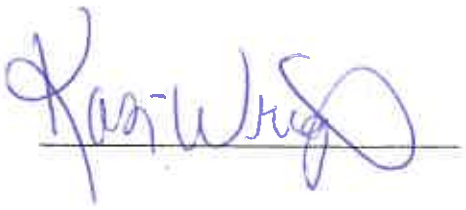
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Sam Wright. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Ashley Sandifer. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Ashley Sandlin

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Michelle Graham I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Michelle Graham

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Wes Leake. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Barbara Middleton. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Barbara Middleton

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kevin Adkins. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Agustin Villegas I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Agustina Villegas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Shanna Leake. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.

Shana Lake

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kyle Hafer. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is STEVE McCALL. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Steve McCall

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Jeremy Mink I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tremayne Davis I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

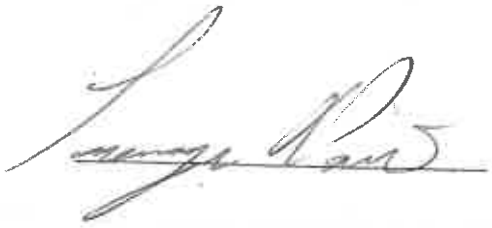
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Heraclio Pina. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Heraclio Pina S.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Alonzo Lucio. I live in Corsicana NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Latonia Lacy I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Joshua Middleton. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is [redacted]. I live in [redacted] County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Rheann Fite. I live in Navarro County, Texas and will be runs down grazing fenceline affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

RoAnn Tuve

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BIFF BIGBIE. I live in SMITH County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Connie Shepherd I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Connie Shepherd

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kimberly Renslow I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Robert Hicks. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Monica Hicks. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is DANIEL HAGLINSKI. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Daniel K Hallmark

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Tracy Sebesta. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Tracy Moore Guesta

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Pat Bruegger. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

P Bruegge

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ROBB BENTON BASHAW. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Marilyn Diane Barrum I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Marilyn Diane Barron

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Kenneth Barron. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Kenneth R Bano

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is BRADY WATSON. I live in WAXAHACHIE County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is LIZ AGUILAR. I live in AUSTIN County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is SEAN ELLIS. I live in BRAZOS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 26, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is MIKE MOORE. I live in BRAZOS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

Michael Moore

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is ROBERT L. MOORE I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Justin Choate. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Cecilia B. Hernandez live in Austin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

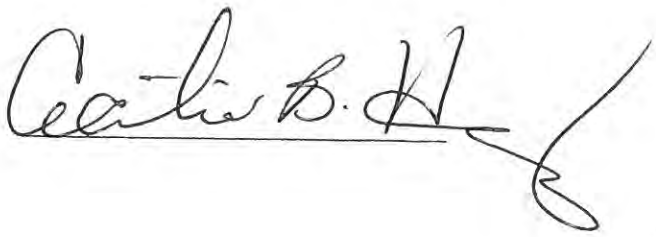
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Harold Henson. I live in Travis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Margaret Miller. I live in Williamson County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

Margaret Miller

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is JAMES MOORE I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Jean R. Moore

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO PETITIONERS' PETITION TO REOPEN

My name is REV. BRIAN K. JONES I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 10, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Dawn Jones. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Dawn Jones

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is James Henry I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Donna Williams. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.

Donna Williams

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Floyd Williams. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 28, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC
-AUTHORITY TO CONSTRUCT AND OPERATE-
PASSENGER RAIL LINE BETWEEN DALLAS, TX AND HOUSTON, TX

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO PETITIONERS' PETITION TO REOPEN

My name is Mike Patrick. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost $10 billion to construct, but that number has already risen to $18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

