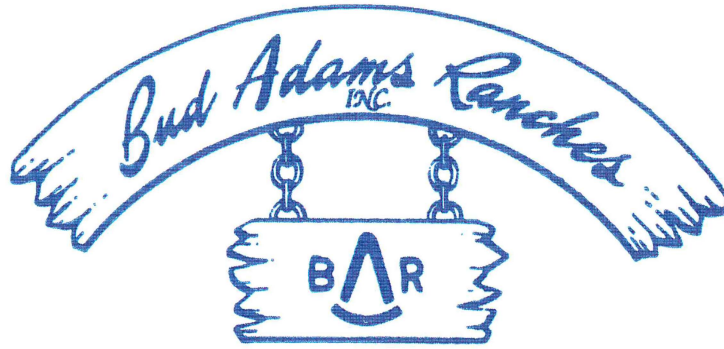


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March 8, 2022

Mr. Brendon Wheeler
Principal Transportation Manager
North Texas Regional Transportation Council
Centerpoint III
600 Six Flags Drive
Arlington, TX 76011

Dear Members of the North Central Texas Council of Governments,

I am providing you with this information because in an article last week in The Texan, by Kim Roberts, you indicated that ridership on the Dallas/Fort Worth might be heavily influenced by whether the DFW High-Speed Rail (HSR) project would directly connect to a completed Texas Central (TC) project from Dallas to Houston. TC has a long-term record of misleading the public with respect to all aspects of their proposed project. Until 2021, TC falsely claimed the HSR could be built without any public money. In 2014, TC launched and, until recently has waged a massive PR campaign to promote their HSR to an uninformed press and public. Last May TC's President, Carlos Aguilar, testified before Congress that TC had regulatory approval and all the permits necessary to start construction and just needed funding to begin construction; however, the facts prove his claims are incorrect.

In 2014 TC proposed an HSR linking Dallas to Houston. On May 29, 2020, the FRA approved and published the final FEIS for TC's proposed HSR. The approved FEIS was primarily based on the Draft EIS that FRA published on December 15, 2017. On July 16, 2020, after FRA approved the FEIS, the Surface Transportation Board (STB) asserted jurisdiction over TC's Project and ruled TCR must submit a full application to STB. To date, TC has failed to file a complete application with the STB. Therefore, TC cannot yet apply for any construction permits. If TC files with the STB, the company must either use their current FEIS to support, its application for a construction permit or prepare a Supplemental Environmental Impact Statement (SEIS) approved by the FRA.

A supplement (SEIS) will be required because the original FEIS does not evaluate the following: (1) new information about climate change; (2) new Executive Orders concerning environmental and social justice; (3) the recent disastrous failure of the Texas power grid; (4)

the project's skyrocketing costs; (5) TC's serious, ongoing financial struggles coupled with its request for taxpayer funding; (6) wetland and air quality issues associated with construction and operation of the Project; and (7) the impact of the COVID-19 pandemic on travel patterns in Texas and the rest of the country. The opponents of the HSR have hired attorneys and are prepared to challenge the current FEIS in federal court if TC refuses to file a SEIS with FRA.

TC does not have the resources to prepare a SEIS or to file a complete application with the STB. TC was capitalized with \$150 million and claimed its proposed HSR could be built entirely with private money at an original estimated cost up to \$12 billion. TC has refused to release company financial information to government agencies or the public. TC claimed the Japanese Government was completely committed to financially supporting the construction of the HSR once all permits for construction were obtained. The Japanese did provide a \$300 million loan to TC. How much of this original capitalization and loan infusion remains? TC dismissed most of its employees in March of 2020 and has little if any financial resources remaining. TC will never be able to find any private investors to construct what has become a \$30+ billion project. TC does not meet the qualifications for any federal railroad infrastructure loans.

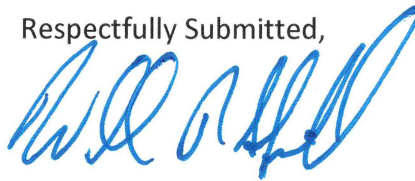
If the North Texas Regional Transportation Council (RTC) uses any ridership or other information in TC's current FEIS to support their environmental study and gain approval for its HSR, it could jeopardize and delay project approval for years. Please take into consideration opponents to TC's proposal might be forced to oppose RTC's environmental impact study if it relies upon any information contained in TC's current FEIS. I oppose TC's proposed HSR, and I think any additional discussion about it is a waste of valuable time and public resources. Reliable ridership information from transfers from the TC system to the RTC system can be computed.

TC President Carlos Aguilar announced in 2021 the future of TC's proposed HSR was dependent upon the company receiving at least \$12 billion in federal infrastructure loans. In his State of the Union address, President Biden declared that "when we use taxpayers' dollars to rebuild America, we're going to do it by buying American. Buy American products. Support American jobs." The President also said, "We will buy American to make sure everything from the deck of an aircraft carrier to the steel on highway guardrails are made in America." The high-speed rail project, proposed by TC, will use rail technology and equipment built in Japan, on a system designed by a company in Italy, to be built and operated by a company in Spain, with engineering support from a company in Canada. About the only thing American about the project is the land the investors hope to condemn under private eminent domain authority now being challenged in the Texas Supreme Court.

The high-speed rail project proposed by TC will use rail technology and equipment built in Japan, on a system designed by a company in Italy, to be built and operated by a company in Spain, with engineering support from a company in Canada. The only thing American about this project is the land the investors hope to condemn under private eminent domain authority now being challenged in the Texas Supreme Court.

I fully support the RTC's efforts to use HSR to connect Dallas and Fort Worth. It is time to recognize TC's proposed HSR linking Dallas to Houston is not ever going to happen. Texans need to cease supporting TC and move on!

Respectfully Submitted,



William R. Scofield
President

Cc: Mr. Dan Lamers, Senior Program Manager, NCTCOG
Mr. Michael Morris, Director of Transportation, NCTCOG
Mr. James Powell, Deputy Counsel for Transportation, NCTCOG
Ms. Kate Zielke, Principal Transportation Planner, NCTCOG
Mr. Taylor Benjamin, Transportation Planner I, NCTCOG
Surface Transportation Board
All Parties of Record