



THE BECKHAM GROUP

TRIAL LAW

June 8, 2018

245903

Mc. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W., Room 1034
Washington, D.C. 20423-0001

Via: E-File

ENTERED
Office of Proceedings
June 8, 2018
Part of
Public Record

RE: Finance Docket No. 36025 - *Texas Central Railroad and Infrastructure, Inc. & Texas Central Railroad, LLC*

Dear Ms. Brown:

On Thursday, May 31, 2018, Texans Against High Speed Rail, Inc. (“TAHSR”) filed its Reply in Opposition to Petition to Reopen in the referenced proceeding. TAHSR attached Exhibit S to its Reply, which contains nearly 2,000 verified statements from affected landowners and citizens who oppose the Petition to Reopen. Subsequently, over 200 additional verified statements from affected landowners and citizens arrived by mail. I’ve attached these statements as Exhibit S-1. On behalf of these landowners and citizens, TAHSR respectfully requests that the Board add these statements to the record as a supplemental exhibit.

If you have any questions regarding this matter, feel free to contact me direct at (214) 965-5129. Thanks in advance for your time and consideration.

Sincerely,

/s/ Patrick McShan

cc: All parties of record, ***via email or regular mail***

I:\High Speed Train\Surface Transportation Board\Correspondence\Ltr to Brown 6-8-18.doc

Exhibit S-1

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jerry Brown Budge I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

A handwritten signature in cursive script that reads "Irene Brown Bridges". The signature is written in dark ink and is positioned to the right of the date line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Alesha Zaragoza. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in blue ink, reading "Alesha Suragatz", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Cystal Williams I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lee Anna Williams live in Leon County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

A handwritten signature in blue ink that reads "Lee Anna Williams". The signature is written in a cursive style with a large initial "L" and "A".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Casey Hendrix. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Tiffany Hendrix. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in black ink, reading "Tiffany Hendrix". The signature is written in a cursive style with a large, stylized "T" and "H".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXAS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Steven Beakley I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2011



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Amber Beakley live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

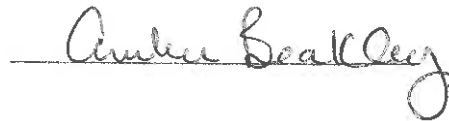
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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in cursive script, reading "Amber Beakley", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Roger J. Wilson I live in ELLIS County, Texas and will be
affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and
Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has
filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board)
to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information
about the Project from the public and I do not think the Board has sufficient information to make an
informed decision at this time. I question how this Project can be built, considering how Texas Central's
cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but
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funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs
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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in blue ink, appearing to read "Roger Wilson", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is NATHAN RASHA. I live in GALVESTON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in blue ink, appearing to be "J. D. Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is WARREN BARNHORST. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in dark ink, reading "Warren E. Borkert", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Mary Gorney. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

Mary Gorney

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is WILLIAM GORMLEY I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

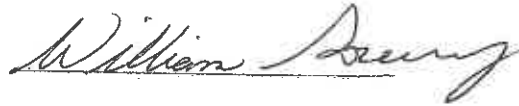
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

✓ If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in cursive script, appearing to read "William Saenz", written in dark ink.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Wiley Garrett. I live in Free Stone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ~~24~~ 2018.

A handwritten signature in dark ink, appearing to read "Willy N. Larrick", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Susan Wareham I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in cursive script that reads "Susan Wareham". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LARRY WANKHAM. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jeff Frazier. I live in Ellis County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Pam Underwood I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29th, 2018.

A handwritten signature in blue ink, appearing to read "Tony Underwood". The signature is written in a cursive, flowing style with a large initial "T".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is James D Wisner. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is BRIAN W JONES. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

A handwritten signature in blue ink, appearing to read "Burges", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Delores M. Richards. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Delores M. Richardson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Henry M. Hargrave. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

A handwritten signature in cursive script, reading "Henry M. Hargrave". The signature is written in dark ink and is positioned above a horizontal line.



Select Page



Surface Transportation Board Statement

By completing and submitting the form below, The Beckham Group, the law firm selected by Texans Against High-Speed Rail to work on our behalf, will include your statement in the official comprehensive reply to the Surface Transportation Board regarding the petitions made by Texas Central Partners.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED**
RAIL'S REPLY TO

PETITIONERS' PETITION TO REOPEN

My name is Betty (Deweese) Julian. I live in JT. Bend County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at

the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Please be sure to complete all form fields. The series of letters and numbers following the zip code box should be typed in the box next to the "submit" button. Be sure to click "submit" to ensure your statement will be included in the Texans Against HSR response to the Surface Transportation Board.

Today's Date (required) Example: May 24, 2018

May 25, 2018

First Name (required)

Betty

Last Name (required)

(Julian Dewees)

Phone Number (required)

281-498-3888

Your Email (required)

P. Julian 123@Sbcglobal.net

Street Address (required)

11522 Scottsdale Drive

City (required)

~~11522~~ Meadows Place

The property affected by the High Speed Rail is located in Waller County, where we own 73 acres for our weekend home. The property is owned by me and my two brothers. The rail will split our property in half and will be very close to our weekend home.
Betty (Dewees) Julian

County (required)

Jwt Bend

State (required)

Texas

Zip Code (required)

77477

1 X 6 L

Send

If you'd like to print and mail in this statement, please click this button to download. Statements are due by May 29th! Mail to: The Beckham Group, 3400 Carlisle St., Suite 550, Dallas, Texas 75204

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Texans Against High-Speed Rail P.O. Box 245 Jewett, Texas 75846 Copyright © 2015

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BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LWDA PICKARD. I live in ELLS County, Texas and ^{AM} ~~will be~~ ^{concerned} affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to read "Andrew Fickard", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is RICHARD G. PICKARD live in ELLIS County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Richard G. Piskard

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is SANDY HASKOVEC. I live in ELLIS County, Texas and ^{Am} ~~will be~~ ^{concerned} ~~affected~~ by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in cursive script, reading "Sandy Haskovec", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Monte Highsmith live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in black ink, appearing to read "J. A. R. A.", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Katherine Lott and own property in Harris County. I live in Tarrant County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Katherine Gott

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Calvin R. Lott Jr.. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in black ink, appearing to read "John May", is written over a horizontal line. The signature is stylized with a large, sweeping initial "J" and a long, horizontal stroke extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Beverly Bauer. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public, and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in cursive script, appearing to read "Gwendolyn Lauer", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LARRY SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, appearing to read "Lory Allen Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is CB Smith. I live in Primes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, appearing to read "C.B. Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is CONNIE FRANKLIN. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in cursive script, appearing to read "Corinne Frankel", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Carm V. House. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

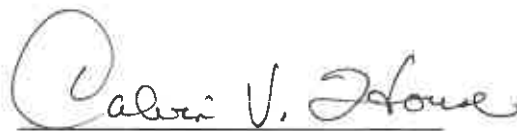
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in cursive script, reading "Calvin V. Howe". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ron Richs. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 11, 2018.

A handwritten signature in dark ink, consisting of stylized, overlapping loops and a long horizontal stroke at the end, positioned above a solid horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is DAVID M. PETERSON. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

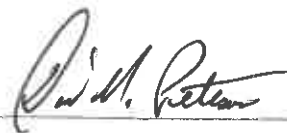
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to read "D. M. Petean", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ronela Peterson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to read "Pam Hutter", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Logan Peterson. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to read "Logan Peterson", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is ANGELA CAMPISE. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May __, 2018.

Angela Campise

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is STEVE AMBASS. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May __, 2018.

A handwritten signature in black ink, appearing to be "John", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is BEVERLY M. DANIEL I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in blue ink, appearing to read "Robert E. Smith", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Shirley Byland. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in blue ink, reading "Shirley Pybend". The signature is written in a cursive style with a horizontal line underneath the name.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Vincent Rossitto. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in blue ink, appearing to be "J. R. H.", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Julie Whitlock I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in blue ink, appearing to read "J. Guend", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Patricia Rossitto. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in blue ink, reading "Patricia J. Rossitto", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LOUIS ROSSITTO. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in blue ink, appearing to read "James C. White", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Roy E. Bean. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

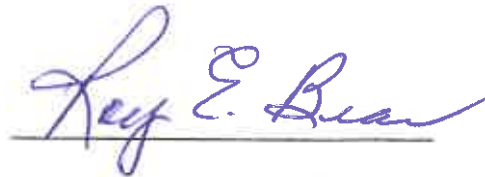
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in blue ink, reading "Ray E. Bean", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Quentin McDonald I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in black ink, appearing to read "J. Michael", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kerry Strand. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is VERA L. Smith I live in LEON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

A handwritten signature in cursive script, reading "Vera L. Smith". The signature is written in dark ink on a white background.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Melinda Swearingen I live in Leon County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

A handwritten signature in blue ink, reading "Melinda Swearingen". The signature is written in a cursive style with a horizontal line underneath the name.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Rex Swearingen. I live in Leon County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May __, 2018.

A handwritten signature in blue ink, appearing to be "Z. B.", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Pat Adkins. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Pat Adrion

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Wicky Adams. I live in Leon County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in dark ink, reading "Wiley Adams". The signature is written in a cursive style with a long horizontal line extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Spring Powell. I live in Madison County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in cursive script, reading "Spring Powell", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Bobby Powell. I live in MADISON County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in dark ink, appearing to be "B. [unclear]", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Renee Coody. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in blue ink, reading "Rene Cordy", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jamie Roster. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in purple ink, reading "Juan Renteria", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is BRUCE A MORRISON live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

A handwritten signature in black ink, appearing to read "Ben A. Morrison", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ricky Roddey I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 14, 2018.

A handwritten signature in black ink, appearing to read "John F. Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Taylor Noel. I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

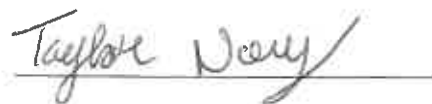
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in cursive script, reading "Taylor Wray", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Richard Kuest VanKamighorn I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in black ink, appearing to read "Richard H. Hays", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kyle Kaufman. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Kyle K

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Josh Chambers. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in black ink, appearing to be "J. H. ...", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Collin Chumbe. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

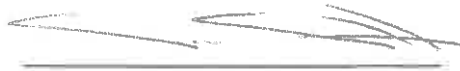
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in dark ink, consisting of several overlapping, fluid strokes, positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Cooper Chambers. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in dark ink, appearing to be "G. CD", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Diane Shaffer. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Mary Winn. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, appearing to read "Mary Winn", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Dona Chansins. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

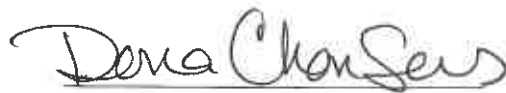
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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, reading "Dana ChanSew". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Pat Sansum. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

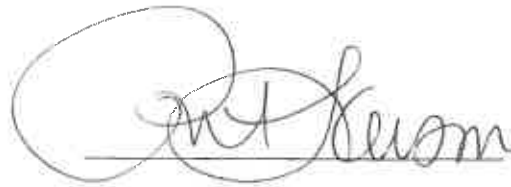
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jimmy Break. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, appearing to read "Jimmy Beane", written in black ink.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Helen Guynes. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

A handwritten signature in dark ink, appearing to read "Helon G. [unclear]", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Tyrii Pangborn. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in dark ink, appearing to be "Dyke", followed by a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Dwain McLain. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May __, 2018.

A handwritten signature in dark ink, appearing to read "Kevin McLean", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Pamela McLain. I live in MADISON County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in cursive script, reading "Pamela McLain", written in dark ink.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Danushka. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in blue ink, appearing to read "D. Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jerry Shuff. I live in Medwin County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Bo Imhoff. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in dark ink, appearing to be "B. J. Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kenneth Casey. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

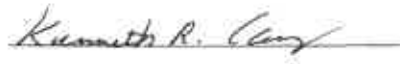
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Barbara Chapek. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Barbara Chopak

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Mary E. Lindsay I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in blue ink, appearing to read "Mark E. Lindsey", with a long horizontal flourish extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ray Highsmith I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in black ink, appearing to read "Ray A. Highsmith". The signature is written in a cursive, flowing style with a horizontal line underneath the name.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Susan Smith I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

Executed on May 20, 2018.

A handwritten signature in dark ink, appearing to read "Susan Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Matt Heaf. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in black ink, appearing to read "Matt DeF", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is John Heap I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in black ink, reading "Paul M. Heaps", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Amberlee Neap I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in black ink, reading "Amber Lee Neyp". The signature is written in a cursive style and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Marcia Schid Lee I live in Leon County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in dark ink, appearing to read "Mari Sel Dale", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LAWRENCE FALK I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Lawrence Falk

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Paula A. Hargrave. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Paula A. Hargrave

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Seri H. Thompson. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20th, 2018.

Julie Thompson

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Sheila Medina I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in black ink, appearing to read "Shula Medina". The signature is written in a cursive, flowing style with a horizontal line underneath the name.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Carolyn Coburn live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in cursive script that reads "Carolyn Coburn". The signature is written in dark ink and is positioned to the right of the date line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is David Medina. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Vernon Eldridge. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kelly Gray. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, reading "Kelly Gray", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kay Cook. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

Teresa Kay Cook

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jeanette Eldridge I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, reading "Jeanette Eldridge". The signature is written in dark ink and is positioned to the right of the date line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Joy Casey. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in blue ink, appearing to read "Jay Casey", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is CHARLIE BURZYNSKI JR live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

✓ If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20 2018.

A handwritten signature in black ink, appearing to read "David Engel", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Debby Casey. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Theresa Rausheck I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19th, 2018.

Sheresa Rausheck

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Joe Imhoff. I live in Gaines County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

✓ If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May __, 2018.

A handwritten signature in black ink, appearing to be "Joe [unclear]", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jerome S. Kolek I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

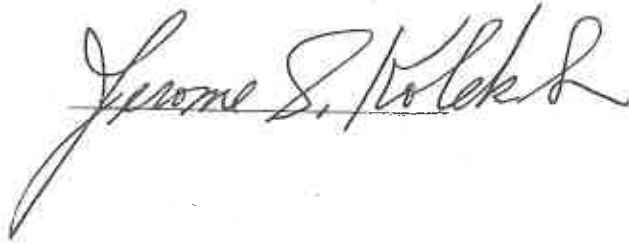
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

✓ If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in cursive script, reading "Jerome S. Kollek". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is FRANK Smith. I live in GAMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Frank Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is VELMA SMITH. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

Velma Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Debra Meekins. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21st, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lacy Kuhn. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

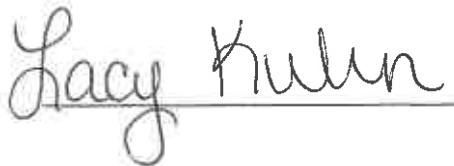
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in cursive script that reads "Lacy Kuhn". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is HOWARD SMITH. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LINDA SMITH. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

JS I believe my source.
I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Jana Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jana D. Baker. I live in P.O. Box 414 Waller, TX County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

A handwritten signature in cursive script, appearing to read "Jane Wade Perry", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Erilyn Mushinski. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in cursive script, reading "Evelyn Mushinski", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Norman Mushinski. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Roman M. Matushinski

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Chris Kuhn. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to be "C. B. Mc", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Naomi Alvarez I live in 30724 Waller Spring County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Carson Kuhn live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in cursive script, appearing to read "Carson Kisha", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Paula A. Kuhn. I live in Harris County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in cursive script, reading "Paula A. Kuhn". The signature is written in dark ink and is positioned to the right of the date line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Hannie Kuhn. I live in Harris County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Harlie Kuhn

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Judy Kelley I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

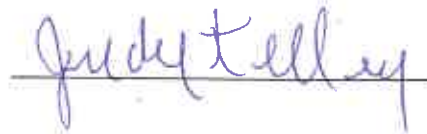
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 27, 2018.

A handwritten signature in blue ink, reading "Judy Kelley", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Joe Ferrer. I live in El Paso County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in blue ink, reading "Joe Farmer", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Josh Kitley. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Mentz Nichols. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in blue ink, appearing to read "Mark Mathis", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Adam Sherbert. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

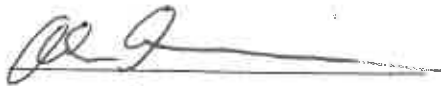
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in dark ink, appearing to be "AJ", followed by a horizontal line extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Scott H Sykora I live in Hill County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23rd, 2018.

A handwritten signature in black ink, appearing to be "G. H. H.", followed by a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Mary Westbrook I live in Uvalde County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is John R. Summa. I live in Navajo County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in blue ink, appearing to read "John P. Sumner", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Patrick Smith. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in dark ink, appearing to read "Samuel Smith", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Leech Russell. I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 12, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Marah Chadwick. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

marich chodurick

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Michelle Brunoe. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Francisco Sanchez I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in black ink, appearing to read "Justin Sald", with a long, sweeping horizontal line extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Dw. Carline. I live in Lewisville County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kathie Massey I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

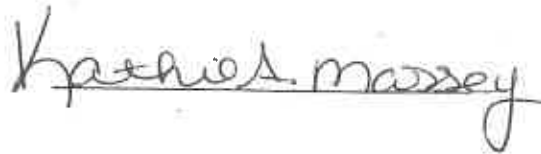
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in cursive script, reading "Kathleen Massey". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Monika Walker. I live in Dallas County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in dark ink, appearing to read "Maurice L. White", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Amy Overby I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in dark ink, appearing to be "A. Perry", with a long horizontal flourish extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ashley Thomas I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A. Thomas

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Michelle Taylor. I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in cursive script that reads "Michelle Taylor". The signature is written in dark ink and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Talassone Thomas I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May __, 2018.

A handwritten signature in black ink, appearing to be "Jae X" followed by a long horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kelsea Stone. I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 29, 2018.

A handwritten signature in blue ink, reading "Kelsa Storn", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Joe Neason Jr. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lindsey Neason I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25th, 2018.

A handwritten signature in blue ink, reading "Lindsay Keason", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Robert James Bagel I live in Freestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24 2018.

A handwritten signature in blue ink that reads "Robert James Boyd". The signature is written in a cursive style and is positioned above a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is DACIN ADICIAS. I live in houston County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in blue ink, appearing to be "Kerby", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Alonso Zamarriga. I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Henzo Zamora

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is April Maldonado I live in Limestone County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

April Maldonado

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Terry Rees . I live in Montgomery County, Texas and will be

*with property in
Limestone*

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

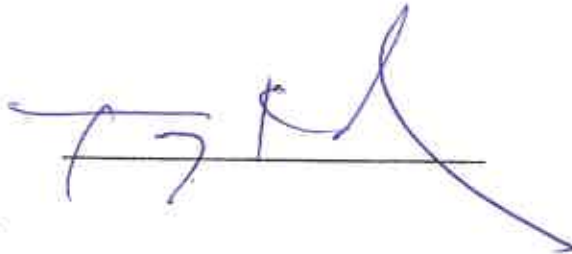
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in blue ink, appearing to be 'TJRL', written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is W. T. McRAE, JR. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in blue ink, appearing to read "W. D. McRae Jr.", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Clinton W. Pohl DVM. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lethy J. King. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in cursive script, reading "Betty Jo King", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Patti King Torcoletti. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

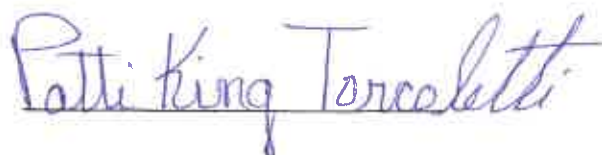
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in blue ink that reads "Patti King Torcoletti". The signature is written in a cursive style with a horizontal line underneath the name.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Tito J. Torcolett. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in cursive script, reading "Lito J. Louvelto", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ann DeWitt. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

A handwritten signature in dark ink, appearing to read "A. DelHitt", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Thomas J. DeWitt. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 15, 2018.

A handwritten signature in cursive script, appearing to read "Thomas J. Barrett", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Keith Casey. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

A handwritten signature in black ink, appearing to read "K. H. 3", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Bryan Schmidt. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is GLEN SCHMIDT. I live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in blue ink that reads "Alex Schmidt". The signature is written in a cursive style with a large, stylized "A" and "S".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Marilyn Gillette. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17th, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Robert McRae I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 7, 2018.

A handwritten signature in blue ink, appearing to read "Michael Krae", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Michael T. McRAE live in HARRIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Benjamin Coulton. I live in Madison County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kenneth Toney. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

A handwritten signature in black ink, appearing to be "J. D.", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Vanessa Wicar. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

Vanessa Wisen

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Rachel DeVous. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in blue ink that reads "Rachel Dubois". The signature is written in a cursive style with a horizontal line underneath the name.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is James Zimmerman I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in cursive script that reads "James Timmerman". The signature is written in dark ink and is positioned to the right of the date line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jayce Timmerman. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in dark ink, appearing to read "Judge J. J. Morris", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Bryce Smith. I live in Combes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in cursive script, appearing to read "Bryce Smalley", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kim Smith. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

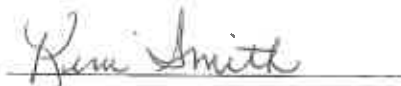
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 13, 2018.

A handwritten signature in dark ink, appearing to read "Ken Smith", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lynn Smith. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

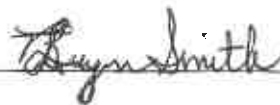
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lyle Smith. I live in Combes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

Lyle Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LAW GRALL. I live in BRAZOS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in dark ink, appearing to read "Sam Grall", with a long horizontal flourish extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lindi Pesi. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in cursive script, appearing to read "Linda Rose", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lyddi Grell. I live in Brazos County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in cursive script, reading "Ledi Grace", written in dark ink on a light background.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Scott Pesi. I live in Grimes County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

A handwritten signature in dark ink, appearing to be "S. P. L.", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Victor Tignox. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 25, 2018.

A handwritten signature in black ink, appearing to be "R. Te", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is William Sullivan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

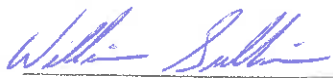
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lisa Sullivan. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 24, 2018.

A handwritten signature in blue ink that reads "Lisa Sullivan". The signature is written in a cursive, flowing style.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is WANDA V. SULLIVAN. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in blue ink, reading "Amanda V. Sullivan".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is JOHN L. SULLIVAN. I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process. so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

John S. Sullivan

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Theresa Sullivan I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

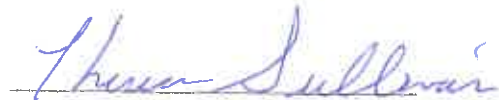
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23 2018.

A handwritten signature in blue ink, appearing to read "Thomas Sullivan", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jack David Sullivan I live in ELLIS County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in blue ink that reads "Jack David Sullivan". The signature is written in a cursive, flowing style.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Bryce Watson I live in Navarro County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to be "L. H.", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is David L Major. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Chase Patman I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to be "M. K. [unclear]", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Samuel Jason Wilson. I live in Ellis County, Texas and will be
affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and
Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has
filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board)
to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information
about the Project from the public and I do not think the Board has sufficient information to make an
informed decision at this time. I question how this Project can be built, considering how Texas Central's
cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but
that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately
funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs
for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas
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California with its Project, the Board must require that Texas Central release all of its financials and
related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board
even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Tyler Elkins. I live in NAVARRO County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

Tyler C. Elkins 5-23-2018

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Auber Mandrell live in Ellis County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Robbie Viator I live in Ellis County, Texas and will be
affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and
Infrastructure, Inc. and Texas Central Railroad, L.L.C. (Texas Central). I am aware that Texas Central has
filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board)
to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information
about the Project from the public and I do not think the Board has sufficient information to make an
informed decision at this time. I question how this Project can be built, considering how Texas Central's
cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but
that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately
funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs
for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas
Central has also admitted that it will aggressively seek federal funds. Given what has happened in
California with its Project, the Board must require that Texas Central release all of its financials and
related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board
even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in black ink, appearing to read "Robert Victor", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ricky Johnston I live in Ellis County, Texas and will be
affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and
Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has
filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board)
to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information
about the Project from the public and I do not think the Board has sufficient information to make an
informed decision at this time. I question how this Project can be built, considering how Texas Central's
cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but
that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately
funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs
for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas
Central has also admitted that it will aggressively seek federal funds. Given what has happened in
California with its Project, the Board must require that Texas Central release all of its financials and
related information to ensure that Texas does not end up with a half-built train.

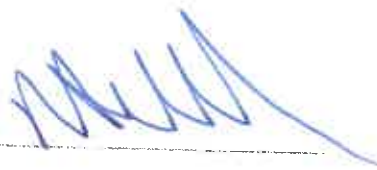
Texas Central has also increased its ridership projections from what it initially told the Board
even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ____, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Luke Johnston I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

 5-23-18

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Ashley Arispe. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in cursive script, appearing to read "Abby Ciz", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kristen Echerman. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

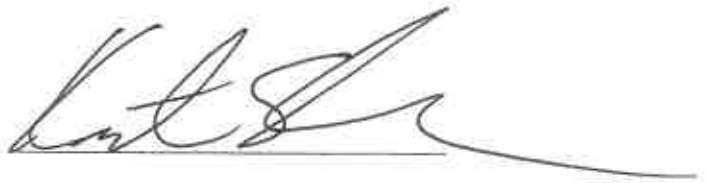
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in black ink, appearing to be "L. A. S.", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Mindy Pepe. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 22, 2018.

A handwritten signature in dark ink, appearing to be "M. H. ...", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Male Mosley. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

_____

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Amy Mosley. I live in Walter County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 11, 2018.

A handwritten signature in cursive script, reading "Amy Mosley", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Jimmy Smith. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in black ink, appearing to read "Jimmy Smith". The signature is written in a cursive, flowing style with a large initial "J".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Bobbie Smith. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Bobbi A. Smith

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is JARED JIMMERMAN. I live in WALLER County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature in black ink, appearing to read "Joel T. Smith", with a long horizontal flourish extending to the right.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Courtney Timmerman I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 20, 2018.

Courtney Timmerman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Lewis L. Lennor I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Linda Lema. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Clara Immerman I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Roger [Signature] I live in Tarrant County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kelly Tammara I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Valery Craft. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is _____. I live in _____ County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Steven Puffer. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

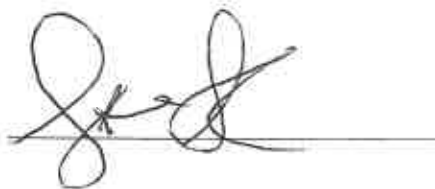
Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in black ink, appearing to be "J. K. D.", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Pamda Pfeiffer. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 21, 2018.

A handwritten signature in black ink, appearing to read "Linda Pfeiffer", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kyle Craft. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Annette Craft. I live in Waller County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May ___, 2018.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Kellie Ashcraft. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

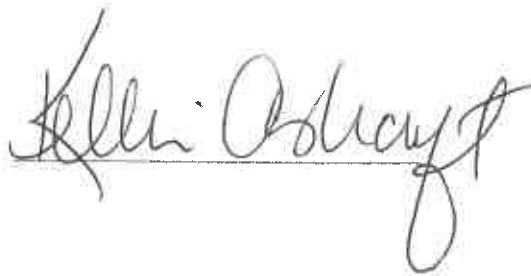
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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 23, 2018.

A handwritten signature in dark ink, appearing to read "Kevin O'Shaughnessy", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL**'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is John Ashcraft. I live in Ellis County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 13, 2018.

A handwritten signature in black ink, appearing to be "John", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LEESA Ann Brown. I live in Harris County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.



BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is REBECCA RAWLS I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

Rebecca Joy Rawls

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF TEXANS AGAINST HIGH SPEED RAIL'S REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is TRAVIS JOWERS I live in Montgomery County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

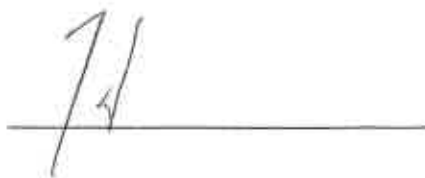
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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 16, 2018.

A handwritten signature, appearing to be "JH", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Billy Ray Duncan. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 17, 2018.

A handwritten signature in black ink, appearing to read "Billy Ray Duncan", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Teresa Lodeat Pauls live in Grimes County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

Laura Lockart Raul

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Travis Rawls. I live in GRIMES County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

do not understand how Texas Central plans to generate billions of dollars for the Texas economy because it won't release any data to back up these claims. Texas Central should be required to fully disclose all information regarding the Project, given that it will negatively impact Texas communities and disrupt the peace and enjoyment of thousands of Texans' private property.

If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 18, 2018.

A handwritten signature in cursive script, reading "Travis Rauls", is written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Nancy Jowers I live in Montgomery County, Texas and will be

affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

Texas Central has also increased its ridership projections from what it initially told the Board even though Texas Central refuses to release the "studies" that allegedly support these projections. I also

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in cursive script, appearing to read "Nancy R. Jones", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is LARRY JOWERS. I live in MONTGOMERY County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19, 2018.

A handwritten signature in cursive script, appearing to read "Larry G. Jovan", written over a horizontal line.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36025

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

VERIFIED STATEMENT IN SUPPORT OF **TEXANS AGAINST HIGH SPEED RAIL'S** REPLY TO
PETITIONERS' PETITION TO REOPEN

My name is Angela Griffith. I live in Montgomery County, Texas and will be affected by the 240-mile-long high-speed rail line (Project) proposed by Texas Central Railroad and Infrastructure, Inc. and Texas Central Railroad, LLC. (Texas Central). I am aware that Texas Central has filed a Petition to Reopen these proceedings in which it asks the Surface Transportation Board (Board) to take jurisdiction over the Project and to reconsider its Petition for Exemption filed in 2016.

I oppose Texas Central's Petition for Exemption. Texas Central continues to hide information about the Project from the public and I do not think the Board has sufficient information to make an informed decision at this time. I question how this Project can be built, considering how Texas Central's cost numbers keep changing. It first told the Board the Project would cost \$10 billion to construct, but that number has already risen to \$18 billion. And Texas Central has promised the Project will be privately funded, but Texas Central admitted under oath that it has secured less than 1% of the financing it needs for the Project. Also, Texas Central will not disclose its business plan or any financial information. Texas Central has also admitted that it will aggressively seek federal funds. Given what has happened in California with its Project, the Board must require that Texas Central release all of its financials and related information to ensure that Texas does not end up with a half-built train.

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If the Board exempts Texas Central from filing a full application, the Board will be guilty of failing to protect the public interest. The Board must take a "hard look" at the Project. Full disclosure should be required, full discovery should be allowed, and the final Environmental Impact Statement should first be completed. The public must have adequate time to comment after all information is disclosed. Only then will the Board be in a position to make an informed decision. Texas Central has not been transparent at any point of this process, so in turn, I am relying on the Board to stop Texas Central's continuing efforts to hide information from the Texans whose lives and communities will be permanently affected by this Project.

I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on May 19th, 2018.

A handwritten signature in cursive script, appearing to read "Angela Gufford", written over a horizontal line.