

Surface Transportation Board
Finance Docket No. 36025

ENTERED
Office of Proceedings
May 11, 2018
Part of
Public Record

RE: Texas Central Railroad Petition to Reopen

Dated: May 11, 2018

Pursuant to 49 U.S.C 1322© and 49 C.F.R 1115.4, Texas Central Railroad and Infrastructure, Inc (TCRI) and Texas Central Railroad, LLC (TCRR) petition to reopen based on the changed circumstances still does not meet the criteria of a continuous, noninterrupted interstate railroad network. While TCRR may have struck a deal with Amtrak, both entities can not provide a continuous connected rail network. TCRR's proposed Dallas Station location is over one point two (1.2) mile away from Union Station. In Houston, TX, of the three proposed HSR stations (which lacks FRA approval) is over nine (9) miles away from the tiny Amtrak station. TCRR can not connect its proposed route at either end into a Amtrak's interstate rail network. Therefore the through ticketing agreement is only a portion of the requirements needed to truly be an interstate railroad.

Not to mention, that Amtrak service in and out of Dallas and Houston is greatly limited due to the lack of ridership. The physical location of the Houston Amtrak station, is evidence that there is absolutely no necessity for train travel. The fact that Amtrak saw no demand for over twenty three (23) years between Houston and Dallas speaks volumes too the fact that ridership on the TCRR's proposed HSR will be the same, minuscule!

TCRR will not be providing a continuous service, it is interrupted with gaps between 1.2 to 9 miles. TCRR and Amtrak will put the burden on the proposed passengers to find their way between stations. This is an interruption of rail service. Even if TCRR or Amtrak were to provide transfer service between the stations, it is not done by rail, therefore disqualifying TCRR as an interstate rail network. TCRR's current petition is still "speculative". They are only proposing an intrastate railroad network.

TCRR submitted alignment sheets and detailed pre-construction drawings along with other data for the DEIS that is currently under review with the FRA. In that submittal there is no connection of TCRR's proposed tracks going into or near Amtrak's rail network. (Exhibit A on page three.)

TCRR does not meet the Texas state requirements for eminent domain, thus they are stretching their position before the STB to gain the authority of eminent domain. All the while not providing proof of need, viability and necessity.

I believe the STB made the correct determination on July 18, 2016 stating that it lacked jurisdiction over the construction and operation of a proposed passenger rail line between Dallas, TX and Houston, TX. Based on the lack of evidence showing TCRR's has a direct connection into Amtrak's rail network, I petition the Board to come to same conclusion.

I certify that I have this day served copies of the document upon the Parties of Record in this proceeding, by U.S. Mail or E-mail.

Respectfully,

A handwritten signature in blue ink that reads "Connie Shivers". The signature is written in a cursive, flowing style.

Connie Shivers

Exhibit A - TCRR's FDCE Drawings



53 Dallas to Houston High Speed Rail DEIS Appendix G_TCRR FDCE v7 DWGS VOLUME 5

