

245853

May 31, 2018

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

ENTERED
Kathryn Kusske Floyd Office of Proceedings
May 31, 2018
Part of
Public Record
T 202.344.4000
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kkfloyd@venable.com

Re: Texas Central Railroad and Infrastructure, Inc. & Texas Central Railroad, LLC—Authority to Construct and Operate—Petition for Exemption from 49 U.S.C. § 10901 and Subtitle IV—Passenger Rail Line Between Dallas, Tex. and Houston, Tex., Docket No. FD 36025

Dear Ms. Brown:

I am enclosing for filing in the above-named matter thirty letters expressing support for Texas Central's proposed passenger rail line between Dallas, Texas and Houston, Texas. A certificate of service is attached to each letter confirming service on all parties of record in this matter.

Please do not hesitate to contact me if you have any questions.

Sincerely,



Kathryn Kusske Floyd

encl.

Other Submissions

In order to process your filing, please fill out the following information. If you do not know the docket number, please leave it blank and we will fill it out for you.

Please fill out the following information to help us complete your filing:

Docket #: - -

Subject: * Texas Bullet Train
First Name: * Duncan
Middle Name:
Last Name: * Webb
Address: * 2300 Bloomdale Road
Suite 4192
City: * McKinney
State: * Texas
Zip Code: * 75071-
Email Address: * jdwebb@collincountytx.gov
Group/Affiliation:
Message: Dear Surface Transportation Board Members:

As the Commissioner for Precinct 4 of Collin County, one of my responsibilities is to create policies and oversee transportation matters in one of the fastest growing counties in the United States. I am also the designated Collin County member of the Regional Transportation Council for the Metropolitan Planning Organization for the DFW region.

I want to register my support of the Texas Bullet Train project and their petition currently in front of you.

Obtaining adequate funding for transportation infrastructure is a huge problem in this State. My County and the State of Texas have more transportation needs than funds available. The projected shortage is in the billions of dollars over the next ten years. Hence, Collin County voters will soon vote on a \$750 million bond issue primarily for transportation infrastructure to help accelerate the planning and building of needed transportation infrastructure which should be a state and federal responsibility.

When Texas Central announced its plans to pump several billion dollars from non-taxpayer sources into public transportation, I was supportive and have continued to follow their progress.

As you consider the Texas Central request to be taken under the jurisdiction of the Surface Transportation Board, I encourage you to approve Texas Central's request. This action will benefit Texas, the DFW region and all constituents in the DFW region, including Collin County.

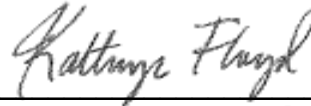
In conclusion, please give your positive consideration to expeditiously bringing the Texas Bullet Train project under Surface Transportation Board jurisdiction.

Thank you,

Duncan Webb
Commissioner Precinct 4, Collin County

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



901 Main Street, Suite 6212
Dallas, TX 75202

P 214.653.1031

F 214.748.7338

www.dallascitizenscouncil.org

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Lee F. Jackson

Schuyler Marshall

Stephen L. Mansfield, Ph.D.

Frank Mihalopoulos

Dale Petroskey

Paul N. Wageman

May 31, 2018

Surface Transportation Board
Chairman Ann D. Begeman
Vice Chairman Deb Miller

Dear Chairman Begeman and Vice Chairman Miller:

The Dallas Citizens Council supports the private development of the Texas Bullet Train project, which has potential to revolutionize travel between two of America's largest regions as well as to transform an underutilized area of Dallas, where the Bullet Train terminal station is set to be constructed. Its connectivity to other modes of transportation is critical and the recently announced connection to the national rail network is a significant move forward. Regulating the operators in the national rail network similarly through the STB is critical and we hope you will support the Texas Central filing.

This high-speed train would be the first of its kind in the United States and will soon be a point of pride for everyone in the state, the country, and especially in the Dallas-to-Houston corridor.

The investor owned approach is a fundamental change in the way this nation approaches mass transportation infrastructure – multi-billion-dollar infrastructure projects can now be seen as something other than taxpayer-funded. Furthermore, the project will reduce congestion on already strained infrastructure, reduce carbon emissions, create thousands of jobs and support and continue to bolster the Texas economy.

Finally, the recently signed joint agreement with Amtrak allows Amtrak passengers to use its system to buy a single ticket valid for travel on both Texas Central and Amtrak trains, something that raises the value of each system. The connecting service between the Amtrak and Bullet Train stations is a great example of the importance of giving travelers choices to get to their ultimate destination. This historic partnership signifies the high-speed train's inclusion into the national rail network and reestablishes Dallas as national rail hub.

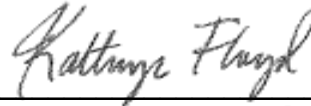
For these reasons we hope you will quickly support the Texas Central petition in front of you.

Sincerely,

Robert A. Chereck

CERTIFICATE OF SERVICE

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Kathryn Kusske Floyd

DALLAS REGIONAL CHAMBER®

May 30, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

To the U.S. Surface Transportation Board Chairman and Vice Chairman:

On behalf of the Dallas Regional Chamber, one of the state's largest and most influential business organizations representing 1,100 member companies that employ more than 500,000 workers, **I request the Surface Transportation Board (STB) accept Texas Central's "Petition to Re-Open," to provide jurisdiction over this vital addition to our state.**

One of the Dallas Regional Chamber's main functions is to catalyze economic development in the North Texas region. Improvements in infrastructure play a vital role in economic development work and the high speed rail project is a game-changing opportunity for all. With a business-minded model, Texas Central is prepared to leverage the entrepreneurial power of the free market to deliver a privately funded, much-needed mass transportation infrastructure project.

Texas Central, an investor-owned project, is not taking federal or state grants for construction or its operations. It will prove the viability of high-speed train service in America, planting the seeds of a new domestic manufacturing industry for future deployments. And, as one of the largest single civil works project in U.S. history, it will draw suppliers and labor from across Texas. Our hope, once proven successful, is that this project will be the first of many high-speed rail lines across the country further connecting our businesses and residents.

Especially exciting for Dallas, the preferred station location will be a catalyst for real estate development in an area that has been dormant for too long. The terminal will fuel local markets and provide real estate developers a new canvas. It will be surrounded by retail, restaurants, parks, light rail, and other civic needs.

Additionally, the Federal Railroad Administration (FRA) said in its Draft Environmental Impact Survey (DEIS) that the boost in property tax revenue would be beneficial for all local jurisdictions. It also indicated construction of the high-speed train station could "increase land use densities" near the terminal and encourage transit-oriented development in downtown Dallas, consistent with local plans and policies.

DALLAS REGIONAL CHAMBER®

Page 2

Chairman Begeman, Vice Chairman Miller

May 30, 2018

As a private company, Texas Central will pay nearly \$2.5 billion in tax revenue to the state, counties, local municipalities, and school, hospital, and community college districts it operates in now through 2040 as a result of the infrastructure investment.

The recent joint ticketing agreement between Texas Central and Amtrak will benefit riders on both systems. We are excited the bullet train is now part of the national rail network; the connectivity Texas Central will provide between the Amtrak station and its own high-speed rail station is important to bring a new choice to riders of each train.

I respectfully ask that the Surface Transportation Board accept Texas Central's "Petition to Re-Open," step in, and provide regulatory certainty for this project.

Thank you for your consideration of this request.

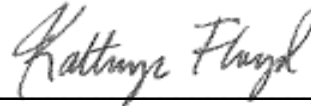
Sincerely,



Dale Petroskey
President & CEO
Dallas Regional Chamber

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

Harris County

RODNEY ELLIS
Commissioner



Precinct One

May 23, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for the proposed high-speed rail project that would connect Houston and Dallas.

The 240-mile high-speed train will connect the states two largest economies, Houston and Dallas, with one stop in the Brazos Valley. The high-speed train provides a vital service to Texans that will cut congestion and alleviate stress on infrastructure, as the Texas population and demands on our interstate highway system grow. As our state and region grow, we will look back on this privately developed project as an economic accelerator that helped generate economic activity while preserving public funds for other badly needed public infrastructure.

Texas Central recently announced an agreement with Amtrak, which integrates the high-speed rail line into the nationwide passenger rail system. The agreement further expands the value of the national rail system connecting entire regions of of our country with new rail service.

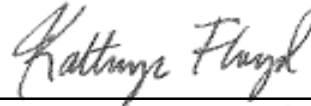
I encourage the Surface Transportation Board to support the Texas Central petition and assert jurisdiction over the project as a valuable piece of the United States passenger rail system.

Sincerely,

Rodney Ellis

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



R. Jack Cagle, Commissioner
Harris County Precinct 4
1001 Preston, Suite 9
Houston, Texas 77002
281-353-8424
cadir@hcp4.net
www.hcp4.net

May 31, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for the proposed high-speed rail project that would connect the Houston and the Dallas metropolitan regions.

This project would fill an enormous gap in the nation's passenger rail network by providing direct passenger service between the 4th and 5th largest population metropolitan areas in the United States of America. Not only would this project provide reliable and environmentally friendly transportation for millions of people, but a unique opportunity to leverage private sector investment in public transportation. Connecting Houston with Dallas with non-stop service and one stop service to the Bryan / College Station and Huntsville areas, supporting huge college populations.

Amtrak has recently entered into a through-ticketing agreement allowing Amtrak passengers to use its reservation system to purchase Texas Central Railway tickets providing a customer convenience for transferring from Amtrak to Texas Central Railway or vice a versa. This partnership will make both ticket buying and trip-scheduling easier for travelers on both systems, enhancing the value of the innovative project to travelers nationwide and a most needed transportation link between two large and growing population centers of the United States. Texas, Texans, and travelers from the United States and worldwide stand to benefit directly from the intrastate and interstate connectivity that it will provide.

I urge the Surface Transportation Board to engage in a balanced and strategically minded approach to regulation and oversight over this transportation service project, which will help accommodate the timely delivery and ultimate operation of this and future passenger transportation projects. I encourage the Board to support this multi-modal mobility and quality of life service offering to millions of Americans by their approval.

Sincerely,

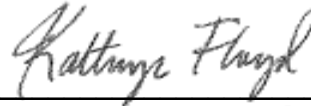
R. Jack Cagle

R. Jack Cagle
County Commissioner
Precinct 4

RJC/CG/ce

CERTIFICATE OF SERVICE

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Kathryn Kusske Floyd



May 31, 2018

Surface Transportation Board
395 E Street, S. W.
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for the proposed high-speed rail project that would connect the Houston and Dallas metropolitan regions. This landmark project provides a unique opportunity to leverage private sector investment to advance the high-speed rail option and enhance mobility in the state.

The recent announcement of the through-ticketing agreement between Texas Central, the developers of the high-speed rail, and Amtrak will allow any passenger who takes an Amtrak train to or through Texas to benefit directly from the intrastate and interstate connectivity that the transportation partnership will provide. Americans will be able to purchase a single ticket to travel on the Texas Central and Amtrak trains, which will facilitate passenger connectivity in Texas in a way that was not possible before.

High-speed rail will be an important part of our state's multimodal transportation network. The proposed line will connect two large and growing metropolitan regions currently not connected by passenger rail. The appropriate regulation and oversight will result in the timely delivery and ultimate operation of this project. Therefore, I encourage you to confirm jurisdiction over this project as part of the interstate rail network and expedite your review of the Texas Central petition. The High-speed rail project is of great significance to Texas and also to the interstate passenger rail network. In addition, this project represents an innovative transportation improvement made possible by the power of the free-market.

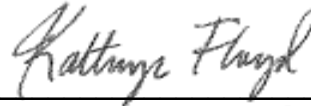
Sincerely,

A blue ink signature of Ed Emmett, written in a cursive style.

Ed Emmett
Harris County Judge

CERTIFICATE OF SERVICE

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Kathryn Kusske Floyd



DENNIS BAILEY
COMMISSIONER, PRECINCT 3

May 30, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Chairman Begeman and Vice Chairman Miller:

As a County Commissioner in Rockwall County, I am squarely focused on transportation issues and the need for infrastructure in my county, the region and the state. I am actively involved in these conversations as a member of the Dallas Regional Mobility Council, currently serving on the Executive Board.

Because of my focus on the issue, I am keenly following and supporting the progress of The Texas Bullet Train connecting Dallas and Houston via high-speed rail. This is an important part of the nation's passenger rail infrastructure and I urge the Surface Transportation Board to assume jurisdiction over the project and bring it in line with other passenger and freight railroads on the network.

I work every day to ensure the residents of my county are, and will be connected to as many transportation options as possible. The recent agreement between Amtrak and Texas Central brings the Bullet Train into the national rail network by providing through-ticketing and other services. It makes sense now the STB would assert its jurisdiction over the project to ensure it is governed by the same commonsense regulations for railroads.

It's time for high speed trains to come to the U.S., and Texas would be the best place. While several true high-speed rail projects across the US are in various states of evaluation or construction, the Texas Central project stands alone as the only investor owned, market-driven transportation project of its kind.

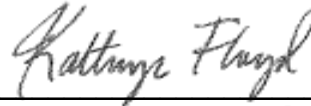
The Texas Bullet Train should be treated as an integral part of the passenger rail network within Texas and across the United States. I encourage you to approve Texas Central's Petition to Reopen with these thoughts in mind.

Sincerely,

A handwritten signature in blue ink, reading "Dennis Bailey". The signature is fluid and cursive, with the first name "Dennis" and last name "Bailey" clearly distinguishable.

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



STEVE ALDRICH
Precinct 1
(979) 361-4106
saldrich@brazoscountytexas.gov

NANCY BERRY
Precinct 3
(979) 361-4105
nberry@brazoscountytexas.gov

BRAZOS COUNTY COMMISSIONERS COURT

SAMMY CATALENA
Precinct 2
(979) 361-4115
scatalena@brazoscountytexas.gov

E. DUANE PETERS
County Judge
(979) 361-4102
dpeters@brazoscountytexas.gov

IRMA CAULEY
Precinct 4
(979) 361-4111
icauley@brazoscountytexas.gov

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

As a Brazos County Commissioner and former Mayor of College Station, I am a strong supporter of the Texas Bullet Train project that will connect Houston and North Texas with one stop in the Brazos Valley near College Station. The State of Texas and these regions are projected to experience strong economic growth and increased populations over the next 20 years, and the existing and planned highway capacity will be inadequate to address the increasing traffic congestion and travel times across the state. Because there is no passenger rail service in the Brazos Valley to either North Texas or Houston, travel to-and-from the areas is now primarily limited to cars, most of that along I-45, which was recently named the 2nd most dangerous highway in the United States.

The Texas Bullet Train will provide a fast, safe, and reliable connection between the growing populations and economies of these regions, giving Brazos County residents a more convenient way to visit family or friends, shop, vacation, or conduct business. It also will better connect Texas A&M's students and professors to Texas' two largest metro regions; make access to Texas A&M's world-class education, conferences, athletic events, and alumni events easier; and better connect Texas A&M's flagship campus to its other academic institutions in Houston and North Texas.

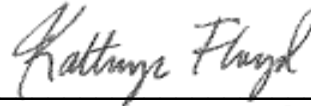
The Texas Bullet Train's recently announced agreements with Amtrak for joint ticketing and other services will give residents in the Brazos Valley a direct rail connection to destinations across the country via Amtrak's national train network. Because of the positive benefits for my community and the nation's rail system, I urge the Surface Transportation Board to rule in favor of the Texas Bullet Train's Petition to Reopen and ensure appropriate oversight to bring it in line with other passenger and freight railroads in the U.S.

Sincerely,

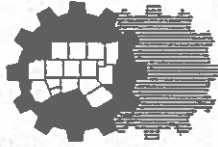
Nancy Berry
County Commissioner, Precinct 3
Brazos County, Texas

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



North Central Texas Council Of Governments

May 31, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Finance Docket No. 36025

Dear Chairman Begeman and Vice Chairman Miller:

On behalf of the North Central Texas Council of Governments (NCTCOG) Transportation Department, which acts as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to provide support for the petition by Texas Central Partners as proposed in Surface Transportation Board Finance Docket No. 36025.

NCTCOG supports the agreement between Texas Central Partners and Amtrak that would allow for additional passenger rail connectivity by providing connections from high-speed rail to higher-speed rail lines to Oklahoma City and Shreveport. Linking high-speed rail to other rail systems will improve mobility throughout the State of Texas. In addition, passengers would be able to use Amtrak's reservation system to buy tickets for travel on both the Texas Bullet Train and Amtrak's national routes, making for seamless travel.

The project is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. Enclosed are the Mobility 2045 high-speed rail recommendations for the DFW area.

Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

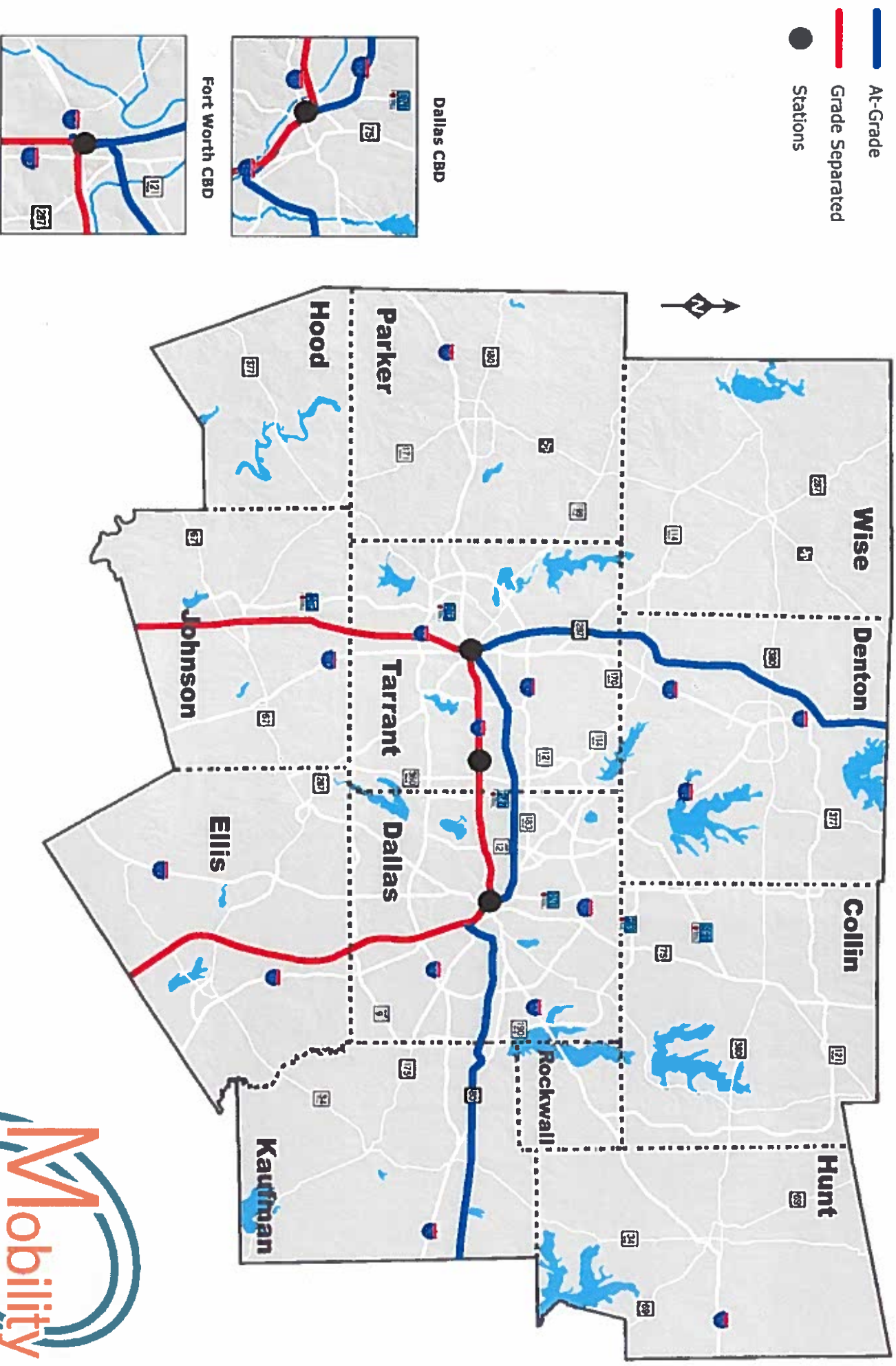
Sincerely,

Dan Kessler
Assistant Director of Transportation

RH:tw
Enclosure

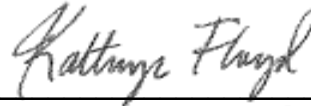
cc: All Parties of Record

High-Speed Rail Recommendations



CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



May 8, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Chairman Begeman and Vice Chairman Miller:

We the members of the North Texas Commission, comprising of business leaders, municipalities, and higher education institutions, are writing to voice our support for Texas Central's high-speed rail project that will connect North Texas, the Brazos Valley and the Houston regions.

As the fastest growing large region in the U.S., transportation issues are particularly important to North Texans to retain our business strength, to ensure seamless connectivity within the region, and to provide added transportation options for those traveling to-or-through.

We ask the members of the Surface Transportation Board, to please take into consideration the following:

- The Texas Central project is a vital infrastructure addition to Texas and would make Texas a model for future high-speed rail projects in the state and across the nation.
- The North Texas region alone adds about one person every five minutes and existing and planned infrastructure development is not going to be able to keep up with this demand.
- The project provides an efficient, safe and cost-effective mode of transportation that shifts a significant volume of traffic off existing and committed highways.
- High-speed rail would reduce congestion by taking drivers off the state-funded highways and give them a private, efficient travel alternative for the important business corridor that is North Texas to Houston.
- Texas Central is projected to directly create 10,000 jobs during each year of construction over five years and about 1,500 fulltime jobs when operations commence, with an annual payroll of \$80 million.
- This project is not only an infrastructure improvement, but also an investment in Texas business.

Finally, the recent development that Texas Central had entered into an agreement with Amtrak to include the high-speed rail project into the national passenger rail network should be a signal to the federal government that it should fully back the project as it will benefit, not only Texans, but all Amtrak passengers moving to-or-through the state of Texas.

Thank you for your consideration of this important matter.

Best regards,

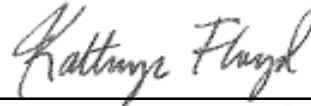


James D. Spaniolo
President & CEO

cc: All Parties of Record

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

TEXAS HOUSE OF REPRESENTATIVES



ERIC JOHNSON

DISTRICT 100 • DALLAS COUNTY

May 30, 2018

Honorable Ann D. Begeman, Chair
Honorable Deb Miller, Vice Chair
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Chair Begeman and Vice Chair Miller:

As a State Representative representing the location where the North Texas terminal will be located, I understand the importance of the Texas Bullet Train connecting North Texas and Houston via high-speed rail and its positive impact for our region, our State and our nation. As part of the nation's passenger rail infrastructure, I urge the Surface Transportation Board to assume jurisdiction over the project and bring it in line with other passenger and freight railroads in the nation.

The recent agreement between Amtrak and Texas Central incorporates the Bullet Train into the national rail network by providing through-ticketing and other services and should be applauded by the federal government. It makes sense now that the STB would assert its jurisdiction over the project to ensure it is governed by the same commonsense regulations that all railroads in America are governed by.

High-speed rail is a proven, vital technology in the transportation chain for several industrial nations and it's a shame that the US has fallen so far behind in this respect. While several projects that would implement true high-speed rail in the US are in various states of evaluation or construction, the Texas Central project stands above as the only privately funded, market-driven transportation project of its kind.



TEXAS HOUSE OF REPRESENTATIVES



ERIC JOHNSON

DISTRICT 100 • DALLAS COUNTY

Its construction will bring benefits for generations, including:

- The creation of 10,000 jobs per year during each year of construction, both in construction and on-going operations;
- A direct economic impact of \$36 billion to the Texas economy over 25 years, according to estimates;
- A reduction in the number of the vehicles on the highway between the two regions, which will reduce traffic fatalities, congestion, and air pollution;
- Financial benefits to the counties and towns surrounding the railroad right-of-way due to property tax collections;
- The first passenger rail connection between the two megaregions since 1995, when the Amtrak Texas Eagle connection was canceled.

I strongly feel that we must support this endeavor on a national level. The Texas Bullet Train should be treated as an integral part of the passenger rail network within Texas and across the United States. I encourage you to review Texas Central's Petition to Reopen with these thoughts in mind.

Sincerely,

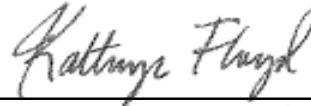
A handwritten signature in blue ink, appearing to read "Eric Johnson", with a long horizontal flourish extending to the right.

Eric Johnson
State Representative
District 100



CERTIFICATE OF SERVICE

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Kathryn Kusske Floyd



The Regional Hispanic Contractors Association

A Chamber of Commerce for the Construction Industry

May 31, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Chairman Begeman and Vice Chairman Miller:

The Regional Hispanic Contractors Association (RHCA) asks that the Surface Transportation Board (STB) approve the Texas Central Partners' petition for the STB to become the regulatory authority over the Texas High-Speed Rail (HSR) system between Dallas and Houston.

RHCA requests this knowing that the High-Speed Rail Terminal will be built in the historic and fast-growing South Dallas region. We also recognize the benefits that America's first true high-speed train will have, not only to the North Texas region, but all of Texas.

In fact, this will be the largest and most ambitious transportation project in Texas history. This project is expected to have an economic impact of \$36 billion to the Texas economy over the next 25 years. Locally, many cities, counties and taxing districts touched by the 240-mile route will share in the financial benefits—even before the trains begin to operate in 2024.

Texas Central Partners will create 10,000 jobs during each year of the 5-year construction project and about 1,500 permanent full-time jobs when operations commence, with an annual payroll of over \$80 million.

In this region, Dallas and Fort Worth put aside rivalries when it comes to ensuring the economic vibrancy of its citizenry. We have done so on large projects like the construction of Dallas-Fort Worth International Airport. We have also done so on smaller ventures that bring stability to our cities and neighborhoods in North Texas.

It is time for the Surface Transportation Board to recognize the deep local support for the Texas High-Speed Rail program. This program needs STB to bring regulatory clarity over the high-speed rail system, ensuring it aligns with the nation's urban, regional and freight rail network.

We respectfully request that the STB confirm jurisdiction over this very important project as part of the Interstate Rail Network and move to expedite your review of the Texas Central Partners petition.

Sincerely,

John H. Martinez-D.
RHCA President

Ruben Landa
RHCA Chairman

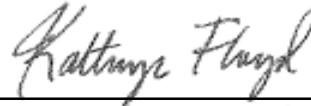
Fort Worth Office:
Business Assistance Center
1150 S. Freeway, Suite 109
Fort Worth, Texas 76104

Dallas Office:
RHCA Contractors Business Center
2210 W. Illinois Avenue
Dallas, Texas 75224-1636

West Dallas Office:
Women's Contractors Business Center
3918 N. Hampton Road
Dallas, TX 75212

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



The Senate of The State of Texas

SENATE COMMITTEES:

VICE CHAIR
Higher Education

MEMBER
Administration
Education
Finance

Senator Royce West
District 23

President Pro Tempore
2006

DISTRICT OFFICE:
5787 South Hampton Road
Suite 385
Dallas, Texas 75232
214 / 467-0123
Fax: 214 / 467-0050

CAPITOL OFFICE:
P.O. Box 12068
Austin, Texas 78711
512 / 463-0123
Fax: 512 / 463-0299
Dial 711 for Relay Calls

May 30, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice-Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Chairman Begeman and Vice-Chairman Miller:

It is my distinct honor to serve the people of Texas Senate District 23 representing Dallas County where now, there is an opportunity underway whose benefits will significantly impact people and commerce throughout the state of Texas. This opportunity is Texas Central Railways' plans to build the Texas Bullet Train, which is currently on the docket and open for comment.

From the outset, I have supported Texas Central Partners efforts to build a high-speed train that will help to better connect the fourth and fifth largest metropolitan areas in the nation, and am ardently urging the U.S. Department of Transportation - Surface Transportation Board (STB) to provide the regulatory certainty needed to continue to move this project forward.

The Texas Bullet Train with high certainty, will be the largest economic driver of new growth for Texas over the next several years. Locally, all counties, many cities and other taxing districts touched by the 240-mile route will share in the financial benefits, even before the trains begin operation. And even under the most conservative projections, when construction begins, Texas Central will generate several million dollars a day in economic activity throughout the construction phase.

The Bullet Train project will create 10,000 jobs during each year of construction over five years and about 1,500 fulltime jobs when operations commence. Many residents will have an opportunity to work in areas of the Metroplex which are most in need of good and stable jobs.



May 30, 2018

Letter to Surface Transportation Board Chairman,
and Vice-Chairman

Page 2

I respectfully request STB confirmation of jurisdiction over this huge and game-changing mobility project that will become part of the Interstate Rail Network and also ask that this docket be a catalyst to expedite the review under consideration by your Board.

Sincerely,

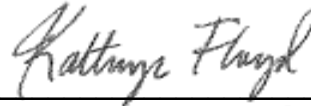
A handwritten signature in black ink, appearing to read "Royce West". The signature is stylized, with a large "R" and "W" and a smaller "y" and "e".

Royce West
Texas Senate
District 23

RW/kb

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



SYLVIA R. GARCIA

STATE SENATOR
DISTRICT 6

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

The Texas Bullet Train project will be an economic driver for the Houston region, the state, and our country. I am proud to support this burgeoning new industry in the United States and happy to see that the first seed will be planted right here in Texas where it can benefit travelers for generations to come.

By building the high-speed rail between the Houston region and Dallas – a connection that has been nonexistent since 1995 – the project will spur economic development in Texas and the Houston region. The proposed location of the Houston station will also be a catalyst for growth in an underserved area, near the intersection of two major highways.

The Texas Central high-speed rail is expected to generate \$36 billion in direct economic activity, and create 10,000 jobs during each year of construction plus about 1,500 full-time jobs when operations start – many of them in the greater Houston area. I am excited by the prospects that local companies and skilled workers will be employed to build the system, supply materials, and provide long-term support for the state's newest industry.

The announcement of a through-ticketing agreement with Amtrak and passenger connections between Amtrak and the Bullet Train stations is another important step that further integrates the project into the national rail system and cements the project as one of national significance. Because of this historic development, I believe the Surface Transportation Board should confirm its jurisdiction and rule in favor of Texas Central's "Petition to Reopen". As you know, this confirmation is critical in order to bring this new high-speed railroad industry in line with the nation's other major passenger and freight lines as well as to remove ambiguity and uncertainty during the planning process.

This action will help shorten project schedules, reduce project costs and remove potential barriers to entry for private parties considering investments elsewhere in our state.

Sincerely,

A handwritten signature in black ink that reads "Sylvia R. Garcia". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Sylvia R. Garcia
Texas State Senator
District 6

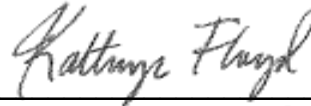
MAIN OFFICE
13301 EAST FREEWAY, SUITE 304
HOUSTON, TEXAS 77015
(713) 453-5100

CAPITOL OFFICE
3E.12 • P.O. BOX 126068
AUSTIN, TEXAS 78711
(512) 463-0106 • FAX: (512) 463-0346
sylvia.garcia@senate.texas.gov

DISTRICT OFFICE
5425 POLK ST., SUITE 125
HOUSTON, TEXAS 77023
(713) 923-7575 • FAX: (713) 923-7676

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

TEXAS HOUSE OF REPRESENTATIVES



CAROL ALVARADO

DISTRICT 145

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for the proposed Texas Central high-speed rail project that would connect Houston and Dallas. I also support Texas Central's petition for the Surface Transportation board to take regulatory jurisdiction over the project.

The Texas Bullet Train, with a small footprint and significantly lower emissions per passenger mile than other forms of travel, will add a new transportation alternative to our already stressed state and national transportation network. The proposed high-speed rail project is projected to emit just 1/12th the amount of carbon as a typical commercial jet, as well as removing 14,630 vehicles per day saving 81.5 million gallons of gasoline. The Bullet Train will daily take thousands of cars off one of the most congested and dangerous highways in the nation, I-45.

The low impact and the recent ticketing agreement between Texas Central and Amtrak, further expands the value of this project. I encourage the Surface Transportation Board to use rational regulations and oversight by asserting jurisdiction over the proposed high-speed rail project.

Sincerely,

A handwritten signature in black ink, appearing to read "Carol Alvarado".

Carol Alvarado
State Representative, District 145

CAPITOL OFFICE:

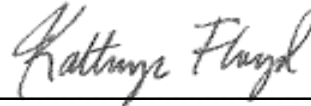
P.O. Box 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0732
(512) 463-4781 FAX

DISTRICT OFFICE:

2900 WOODRIDGE, SUITE 305
HOUSTON, TEXAS 77087
(713) 649-6563
FAX (713) 649-6454

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

STATE of TEXAS
HOUSE of REPRESENTATIVES



SARAH DAVIS

DISTRICT 134
HARRIS COUNTY

May 31, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I write to express my support for the Texas Bullet Train, a proposed high-speed rail project that would connect Houston and North Texas.

As the State Representative for Texas House District (HD) 134, I have focused my time serving my constituents by improving local quality of life and protecting local neighborhoods. Although the Texas Bullet Train's proposed Houston station will sit just outside my district, I have taken a special interest in the direct impact it will have to the constituents of the HD 134. The Texas Bullet Train follows low impact development principles and will be designed and developed in a way to minimize the train's and its station locations' impact on the areas along its route.

To minimize impact, the Texas Bullet Train project will be on a viaduct (elevated tracks) for the majority of the alignment from Houston to Dallas. Because there will be no at-grade crossing, the project will allow for free movement of pedestrians and vehicles.

In addition to the Texas Bullet Train's low impact design, Amtrak and Texas Central recently announced a through-ticketing agreement. As a result of this agreement, both Texans and all Americans will benefit directly from the interstate connectivity that the Texas Bullet Train will provide. For these reasons, I strongly encourage the Surface Transportation Board to support Texas Central's petition and establish jurisdiction over this project.

Sincerely,

A handwritten signature in black ink that reads "Sarah Davis".

Representative Sarah Davis
House District 134

Capitol:

P.O. Box 2910
Austin, Texas 78768-2910
(512) 463-0389
Fax: (512) 463-1374

Committees:

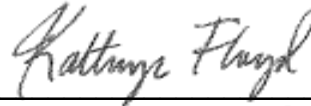
Chair, General Investigating & Ethics
Chair, Article II Subcommittee, Appropriations
Calendars • Corrections
Email: Sarah.Davis@house.texas.gov

District:

4148 Bellaire Blvd.
Houston, Texas 77025
(713) 664-7095

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

JIM MURPHY
Member
HOUSE OF REPRESENTATIVES
District 133 • Harris County



COMMITTEES
Special Purpose Districts, *Chairman*
Ways & Means

5/30/18

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for the proposed high-speed rail project that would connect Houston and Dallas.

As the Representative of the 133rd District of Texas, I represent constituents in West Houston, including the Energy Corridor. This project will provide companies in not only the Houston Energy Corridor, but throughout the entire greater Houston area, the opportunity for rapid connectivity to Dallas. This project will ultimately bring the nation's 4th and 5th largest metro areas even closer together, fueling a super economy that rivals any in the world.

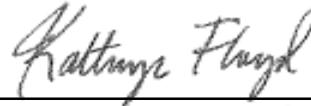
With the recent announcement of the through-ticketing agreement between Texas Central and Amtrak every American who takes an Amtrak train to or through Texas stands to benefit from economic impact created through this project. For these reasons, I support the development of the high-speed rail project as an important part of our country's transportation network. I urge the Surface Transportation Board to authorize jurisdiction and advance the review of the Texas Central petition.

Sincerely,

A handwritten signature in black ink that reads "Jim Murphy". The signature is stylized with a large, flowing "J" and "M".

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

HOUSE OF REPRESENTATIVES

P.O. Box 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0620
(512) 463-0894 FAX



JESSICA FARRAR
DISTRICT 148

COMMITTEES:

JUDICIARY & CIVIL JURISPRUDENCE
VICE-CHAIR

STATE AFFAIRS

P.O. Box 30099
HOUSTON, TEXAS 77249
(713) 691-6912
(713) 691-3363 FAX

JESSICA.FARRAR@HOUSE.TEXAS.GOV

May 31, 2018

Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for Texas Central's petition to the Surface Transportation Board (STB) regarding the proposed high-speed rail project that would connect the cities of Houston and Dallas.

As the State Representative for House District 148, I am certain my constituents will greatly benefit from the future high-speed rail project. Citizens and visitors across the state of Texas will also benefit from the rail project. The proposed station location will sit in the district, offering many benefits to the communities in northwest Houston. The station location will fuel a robust market for new shops, restaurants, entertainment, hotels, and other related transit-oriented development in both House District 148 and the surrounding region.

The Texas Bullet Train is expected to generate \$36 billion in direct economic activity over the next 25 years, create more than 10,000 direct jobs per year during construction, and up to 1,500 jobs permanently when operational. These jobs will provide new economic opportunities to all Texans, but especially, due to the location of the Houston station, my constituents. The train will also alleviate strains on Texas' existing transportation infrastructure, helping ease financial strain on both local entities and state government while ensuring multiple mobility options are available to Texans traveling between Dallas and Houston.

The agreement between Texas Central and Amtrak will make the Bullet Train an important part of our nation's multimodal transportation network moving forward and make the station location in my district a key national link. This partnership will make both ticket buying and trip-scheduling easier for travelers on both systems. I encourage the STB to support a commonsense approach to regulation and oversight that will help accommodate the arrival of this and future projects.

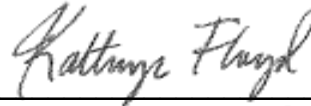
Respectfully,

A handwritten signature in black ink that reads "Jessica Farrar".

State Representative, District 148

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



GENE WU

STATE REPRESENTATIVE • DISTRICT 137
HARRIS COUNTY

May 31, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

I am writing to express my support for the proposed high-speed rail project that would connect Houston and North Texas.

As the representative of the people of the 137 District in the Texas House of Representatives, I receive complaints from my constituents regarding traffic congestion in Houston. This is a project that will keep Texas moving. The bullet train will provide a new transportation choice that's fast, safe, comfortable, reliable and productive. Texans are demanding this. Traffic congestion on Interstate 45 between Houston and Dallas is expected to double by 2035, and I-45 already is the second deadliest highway in the country. The technology being used by the proposed high-speed rail project has been proven to be the safest in the world, with over 50 years of operation and zero accidents and zero fatalities from operations.

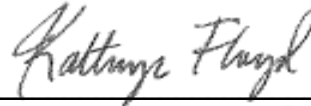
The announcement of the through-ticketing agreement between Amtrak and Texas Central, the developers of the high-speed rail line, every American who takes an Amtrak train to or through Texas stands to benefit directly from the intrastate and interstate connectivity that it will provide. For these reasons and many others, I support development of the high-speed rail project and encourage the Surface Transportation Board to establish jurisdiction and expedite your review of the Texas Central petition.

Sincerely,

A handwritten signature in black ink, appearing to read "Eugene Wu", written in a cursive style.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd

MICHAEL S. RAWLINGS

Mayor of Dallas



May 31, 2018

The Honorable Ann D. Begeman
The Honorable Debra L. Miller
Surface Transportation Board
395 E Street SW
Washington DC 20423-0001

Via Electronic Filing – STB Finance Docket Number 36025

Dear Chairman Begeman & Vice Chairman Miller:

The City of Dallas appreciates the opportunity to submit comments in support of the May 4, 2018, petition filed by Texas Central Railroad and Infrastructure, Inc. (TCRI) to reopen Finance Docket Number 36025. The City further supports TCRI's request for an exemption from 49 U.S.C. 10901 filed on April 19, 2016.

In the interest of brevity, the City endorses the May 4, 2018, and April 19, 2016, filings submitted by TCRI. In those filings, TCRI makes a compelling case for Board approval of both requests. As outlined by TCRI in its May 4, 2018, filing, the Reservation and Ticketing Agreement and the Voluntary Coordination Agreement entered into by TCRI and Amtrak clearly make the TCRI passenger rail line between Dallas and Houston part of the "interstate passenger rail network" and thus meet the statutory requirements for Surface Transportation Board jurisdiction over TCRI. As outlined in Section III of TCRI's April 19, 2016, filing, the statute allows Board approval of an exemption from 49 USC 10901, a case that is supported by several prior Board decisions.

More broadly and on behalf of the residents of the City of Dallas, Texas, please accept this letter as an expression of my resolute support for the TCRI high-speed rail project between Dallas and Houston. This is a historic opportunity for the public sector in the United States to leverage the power of the free market and support a privately funded mass transportation infrastructure project that is critically needed in our state. This high-speed rail line will be the birth of a new industry in the state of Texas, spur economic growth on the local, state and national levels, and fill a gaping hole in the nation's passenger rail network.

Amtrak recognizes the potential of this project, as it recently announced a through-ticketing agreement with Texas Central that will allow passengers on its system to purchase one ticket to travel on both systems. The agreement also includes a host of services and a convenient transfer system between the two stations that will be paid

for by Texas Central. In light of this partnership, it is clear that the project is no longer just a critical part of Texas' multimodal transportation network, but a project of national significance that will benefit generations of Americans.

It is now incumbent upon the Surface Transportation Board to assert its jurisdiction over the project in order to bring the railroad in line with the nation's other major passenger and freight railroads. This is an important next step as passengers riding high-speed trains should understand that the emerging high-speed rail industry in the United States has appropriate oversight and is governed by the same regulatory framework as other railroads. As the Mayor of Dallas, I understand the positive economic impact that the common, uniform and predictable regulation of railroads can have on projects of this magnitude.

While this project stands to benefit the millions of interstate and intrastate travelers in the coming decades, I would like to focus on the tremendous potential benefits for the residents of Dallas. The station location itself is in a sweet spot for a project of its kind – in a reinvigorated neighborhood just south of downtown, with quick connection capabilities to Dallas' multimodal transportation networks and the potential for a convenient service to Amtrak stations.

This project is great for Dallas, the state of Texas and the United States. I encourage you to confirm jurisdiction over this project as part of the interstate rail network and move to expedite your review of the Texas Central petition.

Thank you for your consideration.

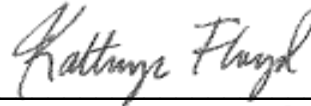
Best regards,

A handwritten signature in black ink, appearing to read "Michael S. Rawlings".

Michael S. Rawlings
Mayor of Dallas

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", positioned above a horizontal line.

Kathryn Kusske Floyd



May 25, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

The Lane Construction Corporation (Lane), along with Fluor Enterprises (Fluor), has been identified as the preferred design builder for the Texas Bullet Train project. I am writing on behalf of Lane and the many dozens of professionals currently working on the project to express this company's support for Texas Central and its petition before the Surface Transportation Board.

Bringing this high-speed train to the national rail network enhances both systems and sets the stage to create a new industry in the United States. That is good for the country, good for passengers and is something the construction and engineering industry is excited about. We already have teams on the ground working on this project and look forward to the day when we see the 10,000 workers on the job building the train during full construction. We have many employees working on megaprojects around the country and we are excited to bring some of that expertise to Texas for a project of national significance like this. Lane's parent company, Salini-Impregilo, has many employees working on megaprojects around the world including high speed rail projects and we are likewise excited to bring some of that expertise to Texas.

The recent agreements between Texas Central and Amtrak will facilitate passenger connectivity to and through Texas in a way that has never before been possible. Fully integrating the Bullet Train into the nation's passenger rail network through the use of through-ticketing and coordination of services and the provision of a connection between stations in Houston and Dallas is an innovative, tax-payer-friendly way to enhance and improve passenger connectivity across the country.

With our regional office in Fort Worth, Texas, many members of the Lane family are not only working on the project but will also benefit directly from the intrastate and interstate connectivity that it will provide. The Lane Construction Corporation is wholly supportive of the project and, therefore, also supportive of a commonsense approach to regulation and oversight that will help accommodate the timely delivery and ultimate operation of this critical project and future projects.



Page 2 of 2

As a partner with Texas Central in the effort to bring an investor-owned Bullet Train system to the US, we understand the numerous, positive impacts that the common, uniform and predictable regulation of railroads can have on project planning, budgeting and execution of major projects.

To this end, we appreciate the STB's timely attention to this important matter.

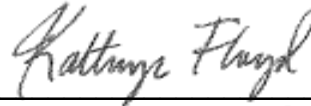
Very Truly yours,

A handwritten signature in blue ink, appearing to read "Robert E. Alger", with a stylized flourish at the end.

Robert E. Alger
President and CEO

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



May 29, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Re: Docket No. FD_36025_0

Dear Chairman Begeman and Vice Chairman Miller:

Fort Worth and Dallas have long been partners in innovative and strategic projects of benefit not only to our North Texas region but also to the State as a whole. It is no different this time as we call on the Surface Transportation Board to approve Texas Central Partners' petition for the Surface Transportation Board (STB) to become the regulatory authority over the Texas High Speed Rail (HSR) bullet train between Dallas and Houston.

The Fort Worth Chamber of Commerce says this knowing that the HSR passenger station will be built not in our backyard but in southern Dallas. We also say this knowing that the benefits of America's first true high-speed train will lift all parts of Texas.

This may, in fact, be the biggest economic powerhouse of this generation. This project is expected to pump more than \$36 billion into the Texas economy over the next 25 years. Locally, all counties, many cities and other taxing districts touched by the 240-mile route will share in the financial benefits, even before the trains begin operating.

Texas Central Partners also will directly create 10,000 jobs during each year of construction over five years and about 1,500 fulltime jobs when operations commence, with an annual payroll of \$80 million.

In this region, Dallas and Fort Worth put aside rivalries when it comes to ensuring the economic vibrancy of its citizenry. We have done that on mega projects like the building of the Dallas-Fort Worth International Airport. We have done that on smaller ventures that bring stability to our cities and neighborhoods.

It is time for the Surface Transportation Board to recognize the deep local support for the Texas High Speed bullet train. This program needs STB to bring regulatory clarity over the high speed train so it aligns with the nation's other major passenger and freight railroads.

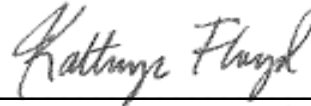
We respectfully request that the STB confirm jurisdiction over this very important project as part of the Interstate Rail Network and move to expedite your review of the Texas Central Partners petition.

Sincerely,

A handwritten signature in black ink, reading "Jeff Thouten". The signature is written in a cursive style with a large, stylized "J" and "T".

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



The Leader of Houston's New Majority®

May 29, 2018

Re: Docket No. FD_36025_o

To the U.S. Surface Transportation Board members:

Chairman

Juanita Romans

Chair-Elect

Ron Mayorga

Secretary

Hector Pineda

Treasurer

Alex Obregon

Directors

Tony Canales

Deavra Daughtry

David Feldman

Arnold Gacita

Joel Garza

Francisco González

Dr. Yamile Jackson

Mely Jimenez

David Loving

David Milich

Mark Montgomery

Paul Murphy

John Tipton

David Titus

I welcome this opportunity to write in support of the Texas Bullet Train and its developers' request that the Surface Transportation Board take regulatory jurisdiction over the project.

This much-needed passenger train between Houston and Dallas not only will link half of Texas' population but it also will be an economic catalyst for the state's commercial hubs. Already among the nation's biggest cities, Houston knows that to thrive it must keep pace with our booming population and meet growing travel demands.

The Texas Bullet Train gives us that option over crowded highways and airports. Texas Central's recent services partnership with Amtrak is only the latest sign that this project is being designed to deliver convenience to passengers and relief to the state's stressed infrastructure system.

For our chamber's membership, this also means a new high-tech industry, bringing jobs and economic advancements for our citizens and businesses. Texas Central says it will create 10,000 jobs each year of construction and 1,500 permanent jobs once operations begin. Houstonians are eager to do their part on behalf of this project.

As such, I ask that the STB expeditiously review Texas Central's "Petition to Reopen" and decide in favor of assuming jurisdiction over the project. In Texas, we are ready to get started.

Thank you.

Regards,

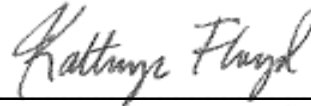
Dr. Laura G. Murillo
President & CEO
Houston Hispanic Chamber of Commerce



The Houston Hispanic Chamber of Commerce is a tax exempt organization under Section 501(c)(6) of the Internal Revenue Code. Contributions or gifts to the HHCC are not tax deductible as charitable contributions for Federal income tax purposes. However, a portion of your payment to the HHCC may be deductible as an ordinary and necessary business expense. Please consult your own tax advisor with respect to your eligibility to take such deductions.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 31st day of May 2018, I caused a copy of the foregoing letter of support to be served on all parties of record by email or first class mail, postage prepaid.

A handwritten signature in cursive script, reading "Kathryn Kusske Floyd".

Kathryn Kusske Floyd



Irma Cauley
Brazos County Commissioner, Precinct 4
Tel: (979) 361-4111

200 S. Texas Avenue, Ste 310
Bryan, Texas 77803
Fax: (979) 361-4176
icauley@brazoscountytexas.gov

May 25, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

Since June 1, 2009 it has been my distinct honor to serve the 220,000 plus citizens of Brazos County as the Commissioner of Precinct 4. I wish to commend the leadership of the Texas Bullet Train Project for their forethought in initiating the ground works of this project. These efforts stand as a true testament to the high degree of endurance, collaboration and dedication to civic duty that are the hallmarks of the Texas Spirit. I support the Texas Bullet Train project because I understand that a strong transportation system is fundamental to the quality of life and economic growth of Texas. The Texas population is expected to double over the next 20 - 25 years, and the existing and planned highway capacity is and will continue to be inadequate to address the increasing traffic congestion and travel times that will come with that growth.

The partnership of Amtrak services and Texas Central Partners validates the likely success of the Texas Bullet Train Project as these partnerships provide the opportunity for citizens and visitors alike, of Brazos County to take advantage of joint ticketing services as well as transfer service between the bullet train and Amtrak stations in Dallas and Houston with extension opportunities for travel with national networks.

The Texas Bullet Train will provide a fast, safe, affordable and reliable connection between the growing populations and economies of Brazos County, Houston, and North Texas, giving Brazos County residents, visitors and students a more convenient way to visit family or friends, shop, vacation, or conduct business. The Texas Bullet Train provides an unequivocal travel alternative to an increasingly taxed highway system by deploying the world's safest and most reliable high-speed train technology – the N700 Total Bullet System, which boasts a flawless 53-year safety history in Japan and timely transports millions of passengers to various destinations each year.

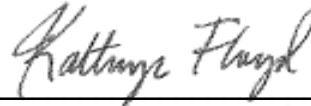
I am pleased to support the first high-speed passenger train system in the United States. Our Bullet Train will better connect Texans to each other and to the rest of the nation.

Respectfully,

A handwritten signature in dark ink, appearing to read "Irma Cauley", is written over a large, stylized, horizontal oval shape.

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



TEXAS HOUSE OF REPRESENTATIVES
RON SIMMONS
DISTRICT 65

May 29, 2018

Honorable Ann D. Begeman, Chairman
Honorable Deb Miller, Vice Chairman
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Dear Chairman Begeman and Vice Chairman Miller:

I am writing to express my full support for the Texas Central Bullet Train Project. As a resident and representative of North Texas and a member of the Texas House Committee on Transportation, I appreciate the unique fiscal and connectivity benefits of the Bullet Train. By adding significant transportation capacity connecting our state's two largest population centers, the Bullet Train will relieve congestion and accommodate continued economic and population growth while allowing state and local transportation dollars to be allocated towards other priorities.

Currently, there are no passenger rail services connecting the two regions, which makes it one of, if not, the most significant gap in the nation's entire passenger rail network. By improving connections between Texas and destinations across the country, the recent agreements between Amtrak and Texas Central will further enhance the benefit of the Bullet Train and increase the value of ongoing state and federal investments in our national passenger system.

The agreement between the two parties, which includes through-ticketing services and other meaningful coordination, effectively incorporates the Bullet Train into the national rail network and will help connect and attract passengers to Texas from across the country for the foreseeable future.

I hope that this partnership will foster ingenuity and additional private sector engagement and investment in the transportation sector, and I appreciate STB's thoughtful, thorough and timely consideration of Texas Central's petition.

Best regards,

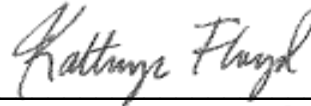
A handwritten signature in black ink that reads "Ron Simmons".

Ron Simmons
State Representative
House District 65



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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd".

Kathryn Kusske Floyd

**STEVE ALDRICH**

Precinct 1
(979) 361-4106
saldrich@brazoscountytexas.gov

NANCY BERRY

Precinct 3
(979) 361-4105
nberry@brazoscountytexas.gov

BRAZOS COUNTY COMMISSIONERS COURT**SAMMY CATALENA**

Precinct 2
(979) 361-4115
scatalena@brazoscountytexas.gov

E. DUANE PETERS

County Judge
(979) 361-4102
dpeters@brazoscountytexas.gov

IRMA CAULEY

Precinct 4
(979) 361-4111
icauley@brazoscountytexas.gov

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

As a Brazos County Commissioner and former Council Member in College Station, I strongly support the Texas Bullet Train project that will connect North Texas and Houston with one stop in the Brazos Valley. For decades, Texas has talked and dreamed about high-speed rail. Now, Texas Central, a solely private company, is in the process of making high-speed rail a reality.

Over the next 20 years, Brazos County, Houston, and North Texas are projected to experience strong population growth, as well as the associated traffic congestion and increasing travel times. The Bullet Train will provide a fast, safe, and reliable travel alternative for the growing populations and economies of these regions, giving Brazos County residents and students a more convenient way to visit family or friends, shop, vacation, or conduct business. In addition, the Texas Bullet Train's recently announced agreements with Amtrak for joint ticketing and other services will give residents a direct rail connection to destinations across the country.

The train will do this without using taxpayer grants or operating subsidies and without competing for limited local or state transportation dollars. In fact, the project is projected to generate a direct impact of \$36 billion to the Texas economy and pay an estimated \$2.5 billion in taxes over the next 25 years; and create 10,000 full-time construction jobs each year during the project's peak construction period and 1,500 full-time jobs after the system goes into service.

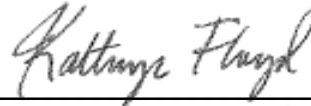
I am pleased to support the first investor-owned, high-speed passenger train system in the United States, which will provide a fast, safe, and reliable travel alternative with connections across the country; help build the Texas economy; and prepare Texans for generations of future growth.

Sincerely,

Steve Aldrich
County Commissioner, Precinct 1
Brazos County, Texas

CERTIFICATE OF SERVICE

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



Dear Chairman and Surface Transportation Board Members:

We are writing in support of the Texas Bullet Train and its developers' petition for the Surface Transportation Board to take regulatory jurisdiction over the project. The construction of a high-speed train line between North Texas and Houston is an innovative, taxpayer-friendly solution to the growing demand for transportation infrastructure in the state of Texas. This project needs the STB's oversight as it moves forward, ensuring a consistent regulatory regime for this train as there is for the others on the national rail network.

As the statewide Chamber of Commerce and state-level affiliate for the National Association of Manufacturers, we recognize both the value and need for creating solutions. The growing demands on our state's infrastructure brought on by incredible growth and economic opportunity have led to the creation of impactful and innovative solutions that will offer greater transportation options to ensure connectivity, efficiency, and to allow businesses and citizens to thrive.

Texas has a bold vision for the future. We embrace the Texas Bullet Train's entrepreneurial, investor-owned approach, run by Texans with vast experience in infrastructure work. This approach makes sure every decision is backed by data, with the free market driving the process. The project is supported by savvy investors who built their careers on bringing complex, transformational ideas successfully to market.

Texas Central is developing the project with the discipline and restraint to ensure that its 200 mph link between Houston and Dallas will deliver benefits to the entire state.

The Texas Bullet Train is a project defined by the demands of the state's market and personified by the more than 50,000 professionals, sometimes called "super-commuters," who travel back and forth more than once a week between Houston and North Texas and will utilize the train.

As the Federal Railroad Administration recently said in its draft environmental review of the train in Texas, the project would meet "growing travel demand spurred by population growth" and "alleviate the strain" on existing infrastructure.

Unlike government projects or even public-private partnerships, Texas Central will be a taxpayer, not a tax-taker – creating jobs, generating local tax revenue and pumping more than \$36 billion into the Texas economy over the next 25 years.

Counties, school districts and other taxing entities along the 240-mile route will share in taxes Texas Central will pay on its assets. The project will bring jobs, 10,000 during each year of construction and about 1,500 when operations commence.

The Texas Association of Business and our state embrace the entrepreneurial spirit demonstrated by projects like the Texas Bullet Train. As such, we ask that the STB expeditiously review Texas Central's "Petition to Reopen" and decide in favor of assuming jurisdiction over the project. We are

ready to see this valuable work get starting and the positive impacts it will have on our state, our people and our economy. Thank you for your consideration.

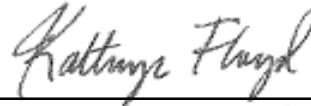
Very truly,

A handwritten signature in black ink, reading "Jeff Moseley". The signature is fluid and cursive, with the first name "Jeff" and last name "Moseley" clearly legible.

Jeff A. Moseley, President & CEO
Texas Association of Business

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Kathryn Kusske Floyd



Transportation Advocacy Group
1160 Dairy Ashford Rd
Houston, TX 77079
832.459.5116
info@taghouston.org
taghouston.org

May 31, 2018

Advisory Council

Ed Emmett
Craig Doyal
Bob Hebert
Matt Sebesta
Ned Holmes
Patricia Harless
Brenda Mainwaring
George DeMontrond, III
Wayne Klotz
Gary Trietsch
Gary Montgomery

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David Hagy
Delia Mizwa
Rob Maxwell
Michael Pearson
Gregg Reyes
Mustafa Tameez

Executive Director

Andrea French

Director of Development

Tiko Reynolds-Hausman

Re: Docket No. FD_36025_0

To the U.S. Surface Transportation Board Members:

On behalf of the Transportation Advocacy Group (TAG) - Houston Region, an organization comprised of more than 130 member companies and organizations from both the private and public sectors who have united to ensure adequate funding of Houston's transportation infrastructure, we are pleased to endorse the Texas Bullet Train project that will connect Houston to North Texas in less than 90 minutes.

Texas is projected to experience strong economic growth and increasing populations over the next 20 years, and existing and planned highway capacity will be inadequate to address the additional traffic congestion and longer travel times between Houston and North Texas. Estimates show the automobile travel time between the two regions will increase from 4 hours to over 6.5 hours. The Texas Bullet Train will provide a fast, safe, and reliable connection, and play an important role in the state's transportation network.

This project is not only needed on the state and local levels, but it will help complete the country's interstate passenger railway network, which currently does not connect Houston and North Texas. It is a nationally significant project that, according to Amtrak, will fill one of the biggest gaps in America's passenger train network – direct passenger rail service between these two megaregions. Because of that, Amtrak recently entered into a through-ticketing agreement with the Texas Bullet Train that will allow its passengers to purchase one ticket valid for travel on both Texas Central and Amtrak trains. This will allow a passenger to purchase one ticket to travel on Amtrak from New Orleans to Houston, and then to transfer to Texas Central's high-speed train in Houston and continue onto Dallas. The private company has also agreed to pay for the transfer system connecting the two stations once in operation.

Because of these positive developments that further increase the value of both train systems, it is important for the Surface Transportation Board to assume its jurisdiction over the project and provide the assurance that the high-speed rail industry will be governed by the same commonsense regulatory approach as other passenger and freight railroads in the U.S.

We are excited to support the first true high-speed passenger rail system in the United States – a transportation infrastructure project of national importance that will provide a safe, reliable, and convenient travel alternative between Houston and North Texas.

Sincerely,

A handwritten signature in blue ink that reads 'Carol Abel Lewis'.

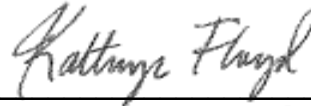
Dr. Carol Lewis, Co-Chair
Transportation Advocacy Group

A handwritten signature in blue ink that reads 'Jeff P. Collins'.

Jeff Collins, Co-Chair
Transportation Advocacy Group

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd", written in black ink.

Kathryn Kusske Floyd



May 30, 2018

Re: Docket No. FD_36025_0

Dear Surface Transportation Board Members:

On behalf of the Greater Houston Partnership, an organization representing over 1,000 member companies and their nearly 600,000 employees across the 11-county greater Houston region, I am writing to express our support for the Texas Bullet Train project and urge the Surface Transportation Board to assume jurisdiction over the project.

The Texas Bullet Train will allow passengers from across the nation an alternative option to swiftly travel through east Texas via Houston and Dallas connections. The Houston to Dallas corridor is the ideal spot for a project of this magnitude, directly linking 14 million people – nearly half the state's population. This important, investor-led effort will spur economic development along the entire 240-mile route and create jobs in Texas for generations.

This high-speed rail project will bring important benefits to the state, including the creation of 10,000 jobs during each year of construction and about 1,500 full-time jobs when operations start. Thanks to the close collaboration between the City of Houston and Texas Central, at least one-third of all permanent jobs directly created by the project will be right here in the Houston region. In addition, much of the estimated \$36 billion in direct economic impact created by the project over the next 25 years will bolster our region.

I would also like to stress the importance of the recent agreement between Texas Central, the developers of the Texas Bullet Train, and Amtrak, which will facilitate passenger connectivity to and through Texas. It will allow passengers to use the Amtrak system to buy a through ticket valid for travel on both Texas Central and Amtrak trains with connecting transfer service between the Amtrak and Texas Central stations (at Texas Central's expense).

Through this historic partnership, we believe the Texas Bullet Train will be an important part of our nation's multimodal transportation network moving forward.

We now urge the Surface Transportation Board to assume jurisdiction over the project and allow the same commonsense approach to regulation and oversight as is now employed for other passenger and freight railroads in the U.S. With appropriate oversight and uniform and predictable regulations provided by the Surface Transportation Board, the project will be able to proceed in a timely fashion with the delivery and ultimate operation of this critical project.

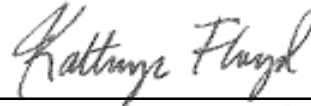
Regards,

A handwritten signature in blue ink that reads 'Bob Harvey'.

Bob Harvey
President and CEO

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A handwritten signature in cursive script, reading "Kathryn Kusske Floyd".

Kathryn Kusske Floyd