

Finance Docket No 36025

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Members of the Surface Transportation Board (STB),

I am writing this letter to you in regards to docket FD 36025-0. As part of the process, the public was informed that there was deadline to have all correspondence submitted through the portal no later than May 31st, 2018. It was a very tedious and time-consuming process to create an account, write the correspondence and have it formatted into the required format through your website and then send out a letter/ email to everyone included in the filing by the 31 but my family worked diligently and got it done. Now it is June 18th and correspondence continues to trickle in with draft and post dates well beyond the May 31st deadline which is egregious. A lot of this correspondence has come from elected officials; including Honorable Pete Sessions and Honorable Bill Schuster dated June 6 and June 15th. I spoke to Gabriel Meyer on the phone about this and was told that this is done out of professional courtesy to our elected officials. I am a veteran of the US Navy and was always trained to follow the rules and regulations as they were set force. It did not matter if you were a private or an admiral, you were all held to the same set of standards. It appears that these same standards do not apply to everyone or that is the perception (double standard) that is being broadcasted here.

I would hope that you could understand that many of us Texans are very hypersensitive to the materials submitted in this case as our lives, homes and businesses rest in this boards hands. In Texas Central's (1) Petitioners' Motion for Leave to File Response to Replies and (2) Petitioners' Response to Replies to Petition to Reopen dated June 12th, 2018 they state:

*"Various letter submissions and replies to Texas Central's Petition to Reopen raise questions regarding whether Texas Central meets the exemption criteria, the transportation merits of the proposed rail line, and the adequacy of FRA's ongoing environmental review. **Those issues are not relevant*** to the Board's jurisdiction over the Texas Central Line. If and when the Board grants Texas Central's Petition to Reopen, Texas Central will propose a procedural schedule that provides project opponents an opportunity to supplement their responses to Texas Central's Petition for Exemption. Until then, their questions about the merits of Texas Central's Petition for Exemption are premature. " (*Emphasis added)*

This statement by Texas Central is indicative of the way that they have dealt with many landowners. In their eyes, our opinions do not matter and we do not need to see the ridership calculations or the financial projections but rather we should "trust them" and take their marketing material as the gospel. We were informed by Kevin Wright that is the lead at the FRA that there would not be a public comment period for the EIS.

So, Texas Central claims our input is "premature" but I would argue that we deserve the facts now before the first Texan is forced off their land and certainly before this project is too big to fail.

In summary, I am requesting that the board respond in writing as to why they continue to allow late submissions by elected officials giving the perception that there is a double standard. I would ask that they immediately remove those late submissions from the portal and from consideration. If it can't do that, then a new deadline should be announced providing ample time for all to respond. Make the process for submitting easy so the thousand of Texans can have their voices heard. I pray that the Surface Transportation Board sees that it lacks jurisdiction in this intrastate project or that it takes a "hard look" at this project for all of our sakes.

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

Signature Donovan Maretick 6/18/2018

Donovan Maretick

CC: All Parties of Record

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