

248570

October 8, 2019

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

Kathryn Kusske Floyd

T 202.344.4000
F 202.344.8300
kkfloyd@venable.com

ENTERED
Office of Proceedings
October 8, 2019
Part of
Public Record

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-referenced matter fifteen 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.



September 30, 2019

RE: Support for Texas Central High-Speed Train's petition before the STB

Board members,

As Mayor of the City of Ft. Worth, I support the Texas Central High-Speed Train project that will connect our region to Houston in less than 90 minutes with one stop in the Brazos Valley, and am excited about the new opportunities this project will create for travelers along the national railroad network. As a result of this, I encourage the Surface Transportation Board to support Texas Central's petition.

Further, STB jurisdiction over Texas Central's line – the first true high-speed train line in America – will further federal policy favoring construction of additional high-speed train lines that better and more efficiently connect our greatest American cities. Without STB jurisdiction, an American high-speed train industry cannot flourish.

This is especially important in Ft. Worth as we review opportunities not only to connect AMTRAK passengers but also as we look to connect our city via high-speed train service not only to Texas Central in Dallas, but also all along the I 35 corridor from Oklahoma to Laredo through Ft. Worth.

AMTRAK serves both Ft. Worth and Houston, the corridor between these two cities has not been connected directly via passenger rail since 1995. This joint ticketing agreement will drive ridership on the national network as well as within Texas. This is good for both systems and we are encouraged that Texas Central passengers will be connected to the AMTRAK station in Ft. Worth to take advantage of this option.

Texas is the perfect spot to plant the seed for this new high-tech industry in the United States and we are thrilled to take advantage of all the new possibilities this will create for our workforce, our business community and for our state, and the country.

Sincerely,

Betsy Price
Mayor

BETSY PRICE, MAYOR

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd



**THE CITY OF
OKLAHOMA CITY**

Mayor David Holt

200 N Walker, 3rd Floor
Oklahoma City, OK 73102

ph 405/297-2424
mayor@okc.gov

 @davidholt

 fb.com/mayordavidholt

 @mayordavidholt

 okc.gov/mayor

October 7, 2019

Dear Board members,

As Mayor of the City of Oklahoma City, I am writing in support of the Texas Central High-Speed Train project connecting North Texas to Houston. As part of the regional economy, we believe the growth and development of high-speed rail service will ultimately benefit our community as well. I encourage the board to support the Texas Central Petition.

STB jurisdiction over Texas Central's rail line – the first true high-speed train line in America – will further federal policy favoring construction of additional high-speed train lines that better and more efficiently connect our greatest American cities. Without STB jurisdiction, an American high-speed train industry cannot flourish.

While AMTRAK serves both Dallas and Houston, the corridor between these two cities has not been connected directly via passenger rail since 1995. The joint ticketing agreement between Texas Central and AMTRAK creates an opportunity for travelers to purchase a seamless ticket to connect between Oklahoma City and Texas via passenger trains. This will drive ridership not only in Texas but in the states surrounding Texas and across the country.

Travelers want a safe, reliable and affordable choice when they travel, and this will provide just that. It is also a clean alternative to driving or flying. This will result in more train travel not only in Texas but also in Oklahoma and beyond. The positive impact Texas Central will have on train travel will be felt in economic development, workforce and the creation of this new industry.

This is the perfect spot to create this new industry in the United States and we are thrilled to take advantage of all the new possibilities this will create for a new high-tech industry, for Oklahoma, and for our country.

Sincerely,

A handwritten signature in black ink that reads "David Holt".

David Holt
Mayor

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

October 7, 2019

RE: Support for Texas Central High-Speed Train's petition before the STB

Dear Surface Transportation Board members,

As CEO and President of the Texas Association of Business (TAB), we are the voice of Texas Business and focus on growing the economy and paychecks.

I am encouraged by the Texas Central High-Speed Train project that will connect Houston to North Texas, not only for bringing the first true high-speed train to the United States, but for the new opportunities this project will create for Texas and the nation. It will connect the largest economies in our state via the national rail network to our neighboring states and beyond. I encourage the board to support the petition in front of them from Texas Central.

TAB is the voice fighting for public policy issues that grow jobs and represents thousands of companies of all sizes and industry sectors. Our members and 200 local chamber partners employ hundreds of thousands of workers and produce \$8 billion annually in business. Our state is growing at the fastest rate in the country, comparable to a developing nation -- more than 1,000 people a day according to U.S. Census Bureau data. This historic population growth increases traffic and travel times, puts stress on aging infrastructure, and has led to congestion and safety concerns.

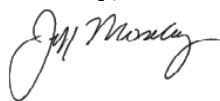
It is imperative transportation infrastructure keep up with the current pace of growth not only for the state, but also for the nation. Through Texas Central's joint ticketing agreement with Amtrak, the Texas business community will be able to more easily connect to and through other states, which will strengthen business markets across the country. Transporting energy workers from North Texas to Houston and on to Louisiana is a perfect example of the need for this service. There are so many more.

Companies will be more easily able to expand into new markets, streamline matching of buyers and suppliers, and increase the geographic reach of their talent pipelines.

From a public policy perspective, we believe approval of this petition will also encourage high-speed train lines that better and more efficiently connect the engines driving our American economy. This will promote a new high-speed train industry domestically which currently does not exist.

This project has far reaching positive implications for our country. It has the potential to spur new riders on the national network and develop a new industry in the United States creating jobs and economic growth for businesses across the country. As we say in Texas, we are "Open for Business" and we know that is the approach America as a whole supports as well!

Sincerely,



Jeff Moseley
President and CEO
Texas Association of Business

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd



October 7, 2019

Docket Number.: **FD_36025_0**

Case Title: **TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. & TEXAS
CENTRAL RAILROAD, LLC—PETITION FOR EXEMPTION—
PASSENGER RAIL LINE BETWEEN DALLAS AND HOUSTON, TEX.**

The Honorable Ann D. Begeman
Chairman
Surface Transportation Board
395 E Street SW
Washington, TX 20423

The Honorable Patrick J. Fuchs
Vice Chairman
Surface Transportation Board
395 E Street SW
Washington, TX 20423

The Honorable Martin J. Oberman
Member
Surface Transportation Board
395 E Street SW
Washington, TX 20423

Dear Chairman Begeman, Vice Chairman Fuchs and Member Oberman:

The Texas Association of Conference and Visitor Bureaus (TACVB) is supportive of the Texas Central High-Speed Train project that will be the first high-speed train in our nation. This new choice to connect North Texas to Houston with a stop in the Brazos Valley is transformational for our country and imperative for our industry's continued growth. It will bring people to Texas who would not otherwise come here and it will encourage them to stay longer. It will provide a link for travelers arriving to and through Texas via AMTRAK, airports and possibly even cruise lines. As a result of this, we encourage the board to approve Texas Central's petition.

Texas is home to some of the nation's largest airports, and seaports, and a high-speed train would serve as a critical travel connector between these transportation locations of our state's two largest metropolitan areas and largest university, Texas A&M.

There is no question that businesses and events will look at Texas and the United States differently and consider bringing their conventions, associations, business meetings and major events here. And, those who are here to do business will likely stay longer since they have doubled their market though a short 90-minute trip between the nation's 4th and 6th largest economies. Families will not only come to vacation and see family, they will come to ride the train and have a unique travel experience within the United States.

Texas Association of Convention and Visitors Bureaus
P.O. Box 1256, Denton, Texas 76202
940.999.1002

In addition to travelers, it will broaden opportunities for the tourism and hospitality workforce and create even more jobs in supporting industries.

Making journeys seamless is critical for the travel industry and this new reliable, safe transportation choice is critical as our population is exploding in these areas. Connecting these metro areas more efficiently will drive economic growth throughout the state, which in turn will drive additional travel and maximize the amount of time travelers can spend enjoying all of Texas and the region. And, because of the increased simplicity of traveling via high-speed train, tourists are likely to extend their trip to take advantage of the world-class entertainment, amenities and culture Texas has to offer.

We are excited at the possibilities this high-speed train brings and hope you will approve Texas Central's petition.

Sincerely,

A handwritten signature in black ink that reads "Kim Phillips". The signature is fluid and cursive, with the first name "Kim" and last name "Phillips" clearly distinguishable.

Kim Philips
Executive Director
Texas Association of Convention & Visitor Bureaus

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd



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

October 8, 2019

Advisory Council

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

**Board of Directors
Co-Chairs**

Dr. Carol Lewis
Jeff Collins

Secretary

Delvin Dennis

Treasurer

Michael Pearson

Board Members

Raj Basavaraju
Jack Drake
Veronica Chapa Gorczynski
David Hagy
Delia Mizwa
Rob Maxwell
Gregg Reyes
Jim Russ
Mustafa Tameez

Executive Director

Andrea French

Program Manager

Esmeralda Tamayo

Chairman Ann D. Begemen
Vice Chairman Patrick J. Fuchs
Member Martin J. Oberman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

RE: Texas Central Petition

Dear Chairwoman Begemen and Surface Transportation Board Members,

The Transportation Advocacy Group (TAG) - Houston Region is an organization comprised of more than 150 businesses, organizations and individuals who have united to ensure adequate funding of Houston's transportation infrastructure. TAG has supported the Texas high-speed train for many years, formally endorsing it in 2014 and again in 2016. We are writing to encourage the Surface Transportation Board to support the petition from Texas Central.

Our state is adding more than 1,000 people per day and there is a growing need for more travel alternatives between Houston, North Texas, and beyond. Our transportation infrastructure must move the millions of people here now and the millions to come. This train will play an important role in the state's transportation network and help complete the country's interstate passenger railway network, which currently does not connect to Houston and North Texas. Filling this gap in the national railroad network benefits all and will drive train ridership on all systems.

Through Texas Central's joint ticketing agreement with Amtrak and the Sunset Limited, the train will link the largest economies in our state to our neighboring states and beyond, made even easier by the connection being provided between the Amtrak station and future high-speed rail station in Houston. The seamless ticketing will better join our energy industry to those energy centers in Oklahoma City and New Orleans. Tourists from all over the country and world will have easier access amenities in Houston, Dallas, and the Brazos Valley and to our burgeoning cruise ship industry in Galveston. In fact, Texans and all Americans will be able to more easily travel to other states for business, tourism, or just to visit family and friends. The train also has the potential to spur new riders on the national network, develop a new industry in the United States, and create billions in economic growth by better connecting our nation's economic resources.

TAG is 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 fast, safe, reliable, and convenient travel alternative between Houston, North Texas, and to the rest of the United States.

Thank you,

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

Carol A. Lewis
TAG Co-Chair

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

Jeff Collins
TAG Co-Chair

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

October 7, 2019

RE: Support for Texas Central High-Speed Train's petition before the STB

Board members,

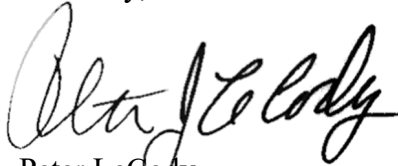
Texas Rail Advocates (TRA) fully endorses the Texas Central High-Speed Train project that will connect North Texas to Houston in less than 90 minutes with one stop in the Brazos Valley. We are excited about the new opportunities this project will create for train passengers not only in Texas but across the country and therefore hope you will support the Texas Central petition before you.

While Amtrak serves both Dallas and Houston, the corridor between these two cities has not been connected directly via passenger rail since 1995 when only a daily roundtrip connected the two cities. Now, after reaching a joint ticketing agreement with Texas Central last summer, the opportunity for that corridor to be serviced directly has been reinvigorated. The Texas Central service will add a much-needed connection that currently is missing in the national passenger rail network.

This joint ticketing agreement will allow Texans to travel seamlessly to cities like Chicago via the Texas Eagle, Oklahoma City via the Heartland Flyer, or New Orleans via the Sunset Limited. Amtrak's own calculations show that thousands of their interstate passengers would use the Texas Central line in the first year of operations, and that tens of thousands will take advantage of this partnership after the first decade of operations.

Further, STB jurisdiction over Texas Central's line – the first true high-speed train line in America – will advance federal policy favoring construction of additional high-speed train lines, which is in line with the Texas Rail Advocates mission to increase frequency of rail travel on existing routes, promote connectivity and support development of new routes. It makes sense that STB would have jurisdiction, and this would encourage the development of an American high-speed train industry bringing new jobs and opportunities to Texas and the nation.

Sincerely,

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

Peter LeCody
President
Texas Rail Advocates
800 Jaguar Lane
Dallas, Texas 75226

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

Ziebarth & Associates, Inc.
Transportation and Financial Consultants
3626 North Hall Street - Suite 405
Dallas TX 75219

KARL ZIEBARTH
PRESIDENT

PH: 214+522-9565
CELL: 214+850-5642

September 30, 2019

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

Re: STB Finance Docket No. **36025**: Texas Central Railroad and
Infrastructure, Inc., & Texas Central Railroad, LLC – Authority to
Construct and Operate – Petition For Exemption From 49 U.S.C. S 10901
And Subtitle IV – Passenger Rail Line Between Dallas, TX And Houston,
TX

Dear Chairman Begeman:

I write to you as a professional transportation consultant, unaffiliated with Texas Central Railroad LLC, with some 30 years consulting experience, following my service as Executive Vice President of the Missouri-Kansas -Texas Railroad, which came to an end when the Union Pacific took over by merger. This letter is to offer support for the reply filed with the STB on August 21st, 2019, by Texas Central Railroad and Infrastructure, Inc., and Texas Central Railroad, LLC in the above-named matter.

The key consideration in this matter is the degree to which the through-ticketing agreement of Texas Central and the National Railroad Passenger Corporation (AMTRAK) – and the relatively close proximity of the services they offer in Dallas and Houston – can develop and stimulate new travel and through-travel on the rest of the nation's interstate passenger rail system. AMTRAK's own estimates show that some 20,000 connecting passengers are likely to use the Texas Central services annually to travel to other parts of the National Network by the tenth year of service.

I believe that the through-ticketing agreement with AMTRAK agreed upon by Texas Central last year not only responds to the Board's direction in its 2016 jurisdiction decision, but substantially alters the factual basis for any determination. From the perspective of Texans, the new through ticketing connects one of the fastest growing SMSAs in the nation, the Dallas Ft. Worth Metroplex, with the rest of the nation by rail, at a time when public resources for new highway construction, and even maintenance, are under serious constraints.

The Texas Central initiative is an important demonstration of the role private capital can and must play in building our nation's new transportation economy. The TCR high-

speed line is an important private project of national significance. By giving the traveling public a meaningful way to buy a single fare for travel on both Texas Central and AMTRAK, the TCR project goes well beyond creating an important new Texas service, it begins the long-delayed task of bringing U.S. passenger rail travel up to par with the rest of the developed world.

New travel always means new consumer spending, new tourism opportunities, injecting life into economies all along the routes served. TCR travelers will be able to travel to over 220 destinations on a single ticket. Texas Central has filed reasonable estimates, based on my experience in the industry, to the effect that this initiative can reach 40 million fare-paying rail passengers nationwide, including those who can use AMTRAK's National Network by connecting with more than a dozen major commuter lines.

Building single-ticket connections between the proposed Houston-Dallas route and the rest of the AMTRAK National Network will permit northbound travelers in Houston to buy a single fare to ride TCR's train and connect with AMTRAK's Texas Eagle, or with the Heartland Flyer over Ft. Worth via the Eagle. Similarly, southbound travelers on TCR will be able to reach any one of the Sunset Limited's 22 stations or connect to AMTRAK's City of New Orleans or Crescent services.

Many of these journeys will be trips that might not otherwise have occurred using other modes, with the direct link between the two cities bypassing a major flaw in AMTRAK's existing long-distance network as it is currently set up—many connections are limited to the Chicago choke-point, a major impediment to travelers in the South and West.

While this interchange agreement by itself satisfies the narrow legal test for jurisdiction, I also urge the Board to consider the larger implications of action – or inaction – to the consumer, the travelling public, for new passenger rail development and the future of rail passenger transportation in the United States.

I strongly support the larger goal of a connected America, in which all U.S. communities and political jurisdictions invest appropriately and effectively to create a 21st century network to power the economy of the new century. This should include public/private partnerships and private industry, not just government agencies. The Board's jurisdiction decision in this matter could help set the ground rules for private capital to invest in development of high-speed rail in the U.S.; likewise, an adverse decision could also retard that development for decades to come.

Thus, the traveling, taxpaying public has a compelling interest in ensuring that the Board gets the very best opportunity to examine not only the voluminous filings in this matter, but to hear from many stakeholders on the very real implications of this decision for transportation policy in the U.S. I strongly encourage the Board to take jurisdiction over this project as an important element of the overall interstate passenger-rail system, and to expedite Board review of Texas Central's application so this exciting project can move forward and the traveling public can realize the benefits of high-performance rail without delay.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Karl Ziebarth', with a stylized flourish extending from the end.

Karl Ziebarth, President

cc: The Honorable Patrick J. Fuchs Vice Chairman, Surface Transportation Board
The Honorable Martin J. Oberman Member Surface Transportation Board
Parties of Record

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd



CITY OF HOUSTON

Sylvester Turner

Mayor

P.O. Box 1562
Houston, Texas 77251-1562

Telephone – Dial 311
www.houstontx.gov

September 16, 2019

Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

RE: Support for Texas Central High-Speed Train's petition before the STB

Dear Members of the Surface Transportation Board,

As we all know, Texas is one of the fastest-growing states in America. As a result, we just can't build roads fast enough to keep up. As soon as they're built, they seem to be immediately clogged with traffic. We aren't going to be able to build our way out of this problem. Of course, this growth is a blessing, but it comes with some complications. The I-45 corridor between Houston and Dallas is one of the most congested corridors in the nation.

As Mayor of the City of Houston, I fully endorse the Texas Central High-Speed Train project that will connect North Texas to Houston in less than 90 minutes. I am excited about the new opportunities this project will create for Houston and the national railroad network. As such, I hope the Board will rule positively on Texas Central's petition.

While AMTRAK serves both Dallas and Houston, the corridor between these two cities has not been connected directly via passenger rail since 1995. After reaching a joint ticketing agreement with Texas Central last summer, the opportunity was created for AMTRAK travelers to purchase a through-ticket to connect seamlessly between Houston and Dallas, adjacent states, and the entire country via passenger trains. This will benefit the national railroad network from coast to coast.

AMTRAK passengers will use the Texas Central line to connect from national destinations to Houston, Dallas and beyond. The City of Houston recognizes the importance of connecting passengers to their ultimate destinations, and the connection between the high-speed station and the AMTRAK station is a welcome addition.

Further, STB jurisdiction over Texas Central's line – the first true high-speed train line in America – will promote federal policy favoring construction of additional high-speed train lines that better and more efficiently connect our greatest American cities. Without STB jurisdiction, an American high-speed train industry cannot flourish.

With a 90-minute trip time, Texas Central will be much faster than traveling by car, and significantly safer, the I-45 corridor is the second-deadliest highway in the country. The technology that will be used in this project has a 52-year safety record that is the best in the world. This project will connect approximately half the state's population. With all factors taken into account, every Texan wins with this plan.

Texas is the perfect spot to plant the seed for this new industry in the United States. We are thrilled to take advantage of all the new possibilities this will create for this new, high-tech industry for Houston and for our country.

Sincerely,

A handwritten signature in black ink, appearing to read "Sylvester Turner", written over the printed name.

Sylvester Turner
Mayor

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

LATOYA CANTRELL, MAYOR
CITY OF NEW ORLEANS

October 3, 2019

Ms. Ann D. Begeman
Chairman, Surface Transportation Board
395 E Street SW
Washington DC 20423-0001

RE: LETTER OF SUPPORT – TEXAS CENTRAL HIGH-SPEED RAIL PROJECT

Dear Ms. Begeman:

As Mayor of the City of New Orleans, I fully endorse the Texas Central High-Speed Rail project, expected to connect North Texas to Houston in less than 90 minutes with one stop in the Brazos Valley. I am excited about the new opportunities this project will create for rail travelers across the Gulf South and beyond. Therefore, I encourage the Surface Transportation Board (STB) to support the Texas Central petition.

The Texas Central connection fills a gap in the national railroad network that will directly benefit rail travelers from New Orleans going to and through Texas. By re-establishing passenger service between Texas' two largest cities, the high-speed rail will provide new connections and travel options for New Orleanians to access Dallas by rail for the first time in decades.

Additionally, last summer's joint ticketing agreement between Amtrak and Texas Central continues to provide travelers with the opportunity to purchase through-tickets for seamless connections between New Orleans, Houston, Dallas, and other communities along the line. Amtrak's own calculations show that thousands of their interstate passengers would use the Texas Central line in the first year of operations, and that tens of thousands will take advantage of the joint ticketing capabilities between Amtrak and Texas Central over the first decade of operations.

STB jurisdiction over Texas Central's line will further federal policy support for construction of additional high-speed rail lines to connect our communities. I am thrilled for all the new possibilities this service will create for the industry, for New Orleans, our region, and our country.

Sincerely,



LaToya Cantrell
Mayor, City of New Orleans

cc: Mayor Sylvester Turner, City of Houston



CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

September 30, 2019

The United States Surface Transportation Board (STB)
395 E. Street SW
Washington DC 20423

RE: Support for Texas Central High-Speed Train's Petition

Dear Board Members:

As Mayor of Plano, I am encouraged by the Texas Central High-Speed Train project that will connect Houston to North Texas, not only for bringing the first true high-speed train to the United States, but for the new opportunities this project will create for North Texas and the nation. I encourage the board to take jurisdiction as a result of its impact on the national railroad network.

As Chair for the Transportation and Communications Committee of The U.S. Conference of Mayors, I intimately understand the importance of a robust travel network that offers mobility solutions and meets the needs of all travelers. Our state is growing at the fastest rate in the country, similar to a developing nation -- more than 1,000 people a day according to U.S. Census Bureau data. This historic population growth increases traffic and travel times, puts stress on aging infrastructure, and has led to congestion and not enough road and highway expansions across Texas.

Once this train is operational, Plano residents will be able to travel to Houston and back without ever needing to get behind the wheel of a car. With I-45 currently ranked as the second deadliest highway in America, I fully support this transportation alternative.

Further, STB jurisdiction over Texas Central's line -- the first true high-speed train line in America -- will further federal policy favoring construction of additional high-speed train lines that better and more efficiently connect our great cities.

I am optimistic for all the new possibilities this will create for Plano, for our state, and for our country.

Sincerely,



Harry LaRosiliere
MAYOR

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd



Eric Johnson
Mayor

September 25, 2019

RE: Support for Texas Central High-Speed Train's petition before the STB

Board members:

As Mayor of the City of Dallas, we fully endorse the Texas Central High-Speed Train project that will connect Dallas to Houston and beyond. I encourage the Board to support the Texas Central petition.

Connecting high-speed train passengers to AMTRAK, DART, DFW Airport and numerous other choices like Uber Elevate will facilitate getting them to their ultimate destination and is a key focus for the City.

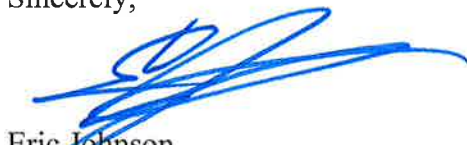
While AMTRAK serves both Dallas and Houston, the corridor between these two cities has not been connected directly via passenger rail since 1995. Providing a safe, reliable connection seamlessly between Dallas and Houston via high-speed passenger trains and then on to the AMTRAK's system with a single ticket will facilitate ridership on both systems.

I envision a traveler making a trip from Oklahoma to Dallas to College Station for a football game or New Orleans via Houston to Dallas to come to the State Fair. Or the student riding the high-speed train from Texas A&M, transferring to DART in downtown Dallas and going to the airport for Spring Break. These are real examples of journeys that will be made easier and faster as a result of this new travel option.

Further, STB jurisdiction over Texas Central's train service, the first true high-speed train line in America, will encourage federal policy favoring construction of additional high-speed train lines that better and more efficiently connect our greatest American cities. STB jurisdiction will encourage an American high-speed train industry to prosper.

Dallas is a place where big things happen and with this new high-speed train serving not only their riders but also facilitating travel on the national rail network, that is BIG. We encourage the Board to favorably rule on Texas Central's petition.

Sincerely,



Eric Johnson
Mayor
City of Dallas

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd



October 8, 2019

Docket Number.: **FD_36025_0**

Case Title: **TEXAS CENTRAL RAILROAD AND INFRASTRUCTURE, INC. &
TEXAS CENTRAL RAILROAD, LLC—PETITION FOR
EXEMPTION—PASSENGER RAIL LINE BETWEEN DALLAS AND
HOUSTON, TEX.**

The Honorable Ann D. Begeman
Chairman
Surface Transportation Board
395 E Street SW
Washington, TX 20423

The Honorable Patrick J. Fuchs
Vice Chairman
Surface Transportation Board
395 E Street SW
Washington, TX 20423

The Honorable Martin J. Oberman
Member
Surface Transportation Board
395 E Street SW
Washington, TX 20423

Dear Chairman Begeman, Vice Chairman Fuchs and Member Oberman:

My name is Dianne Costa, Chair of the Denton County Transportation Authority (“DCTA”) Board of Directors, located in Denton, TX. I am submitting this letter on behalf of the DCTA Board to request the approval of the petition by the Texas Central Railway to be taken under the jurisdiction of the USDOT Surface Transportation Board. This approval would serve the interests of Texans and especially the regional economies of Texas, Oklahoma and Kansas.

DCTA initiated service in 2002 when growth patterns emerged dictating the need for a more efficient means of transportation in the fast-growing Dallas-Fort Worth Metropolitan Statistical Area (“DFW MSA”), which includes Denton County and extending into Southern Oklahoma. The rapid growth, coupled with air quality concerns, indicated a dire need for an alternate mode of transportation to move more people with a lighter carbon footprint to allow continued growth. DCTA’s rail rights-of-way are now secured and mass transit passenger service is available to provide an alternative to congested roadways. Today, DCTA has linked to Dallas Area Rapid Transit (“DART”) servicing more than 3 million



of the MSA's population, Trinity Metro servicing the Tarrant County and Fort Worth area and has linked to non-DART metropolitan cities with buses and commuter offerings as the Dallas-Fort Worth metropolitan area expands along its northern edges.

The vision and the foresight of those originating DCTA are just now beginning to be fully appreciated around the MSA, as the University of North Texas located in Denton grows at an astounding rate, adding 7,000 thousand students in the last 10 years. As I begin my tenure as Chair, I look forward to continuing the market development for DCTA services from our commuter rail mainstay, local traditional bus service, customized innovative mobility services and more to provide travelers an alternative to driving into the MSA from North Texas, Oklahoma and Kansas. These alternate mobility options mirror and complement the Federal Railroad Administration's initiative to begin the environmental work from Oklahoma City, OK to Fort Worth, TX, Austin-San Antonio, TX and beyond.

Texas Central's corridor from North Texas to Houston fills a critical gap in the current national and regional transportation infrastructure, just as DCTA's creation and existence is linking the rapidly expanding northern tier of the DFW MSA to its urban core.

The DCTA Board of Directors emphatically encourages the Surface Transportation Board to take jurisdiction over the Texas Central project to close a critical gap in the interstate passenger rail system within the relatively near term with an expeditious review and approval of this application.

Respectfully submitted,

A handwritten signature in dark ink that reads "Dianne Costa". The signature is fluid and cursive, with the first name "Dianne" being larger and more prominent than the last name "Costa".

Dianne Costa
Chair, Board of Directors
Denton County Transportation Authority
1955 Lakeway Drive, Ste 260
Lewisville, TX 75057

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

October 3, 2019



The Honorable Ann D. Begeman
Chairman
Surface Transportation Board
395 E Street SW
Washington, TX 20423

Dear Chairman Begeman:

Re: Support for High-Speed Rail Service in North Texas

The Dallas-Fort Worth International Airport (DFW) is one of the busiest airports in the world, serving more than 73 million passengers annually and providing non-stop service to more than 250 domestic and international destinations. Not only does DFW serve the citizens of North Texas, it also provides convenient connections for travelers across Texas and the United States.

Dallas and Fort Worth were founded more than 150 years ago as trading- and transportation-hubs, and the North Texas region has grown into one of the leading transportation hubs in the world. Today we sit at the nexus of four interstate highways, enjoy two major passenger airports, a multi-modal cargo airport, have one of the country's most extensive light rail systems, and have been selected as a launch city for emerging EVTOL technology and service.

The introduction of high-speed trains to connect the Brazos Valley, Houston and North Texas will create opportunities for passengers to travel from College Station to Copenhagen or Houston to Helsinki, without the added stress of traffic uncertainties. Imagine a student from Texas A&M taking the train to Downtown Dallas, connecting to the DART Orange Line at the downtown station adjacent to the high-speed train station and arriving for their flight on time at DFW Airport. This would drive significant benefits for travelers and allow DFW Airport to better compete with global gateways that already enjoy this type of intermodal connectivity.

The addition of high-speed train service in this region will give travelers yet another convenient and speedy way to connect to DFW Airport. Increasing connectivity within our region and between our region and the world will promote trade and investment and drive benefit for the traveling public. DFW Airport supports high speed rail and encourages the U.S. government to implement policies and regulations that facilitate the development of these services in our region.

Regards,

A handwritten signature in black ink, appearing to read "Sean Donohue", with a long horizontal line extending to the right.

Sean Donohue

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

October 3, 2019



The Honorable Martin J. Oberman
Member
Surface Transportation Board
395 E Street SW
Washington, TX 20423

Dear Mr. Oberman:

Re: Support for High-Speed Rail Service in North Texas

The Dallas-Fort Worth International Airport (DFW) is one of the busiest airports in the world, serving more than 73 million passengers annually and providing non-stop service to more than 250 domestic and international destinations. Not only does DFW serve the citizens of North Texas, it also provides convenient connections for travelers across Texas and the United States.

Dallas and Fort Worth were founded more than 150 years ago as trading- and transportation-hubs, and the North Texas region has grown into one of the leading transportation hubs in the world. Today we sit at the nexus of four interstate highways, enjoy two major passenger airports, a multi-modal cargo airport, have one of the country's most extensive light rail systems, and have been selected as a launch city for emerging EVTOL technology and service.

The introduction of high-speed trains to connect the Brazos Valley, Houston and North Texas will create opportunities for passengers to travel from College Station to Copenhagen or Houston to Helsinki, without the added stress of traffic uncertainties. Imagine a student from Texas A&M taking the train to Downtown Dallas, connecting to the DART Orange Line at the downtown station adjacent to the high-speed train station and arriving for their flight on time at DFW Airport. This would drive significant benefits for travelers and allow DFW Airport to better compete with global gateways that already enjoy this type of intermodal connectivity.

The addition of high-speed train service in this region will give travelers yet another convenient and speedy way to connect to DFW Airport. Increasing connectivity within our region and between our region and the world will promote trade and investment and drive benefit for the traveling public. DFW Airport supports high speed rail and encourages the U.S. government to implement policies and regulations that facilitate the development of these services in our region.

Regards,

A handwritten signature in black ink, appearing to read "Sean Donohue".

Sean Donohue

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd

October 3, 2019



The Honorable Patrick J. Fuchs
Vice Chairman
Surface Transportation Board
395 E Street SW
Washington, TX 20423

Dear Vice Chairman Fuchs:

Re: Support for High-Speed Rail Service in North Texas

The Dallas-Fort Worth International Airport (DFW) is one of the busiest airports in the world, serving more than 73 million passengers annually and providing non-stop service to more than 250 domestic and international destinations. Not only does DFW serve the citizens of North Texas, it also provides convenient connections for travelers across Texas and the United States.

Dallas and Fort Worth were founded more than 150 years ago as trading- and transportation-hubs, and the North Texas region has grown into one of the leading transportation hubs in the world. Today we sit at the nexus of four interstate highways, enjoy two major passenger airports, a multi-modal cargo airport, have one of the country's most extensive light rail systems, and have been selected as a launch city for emerging EVTOL technology and service.

The introduction of high-speed trains to connect the Brazos Valley, Houston and North Texas will create opportunities for passengers to travel from College Station to Copenhagen or Houston to Helsinki, without the added stress of traffic uncertainties. Imagine a student from Texas A&M taking the train to Downtown Dallas, connecting to the DART Orange Line at the downtown station adjacent to the high-speed train station and arriving for their flight on time at DFW Airport. This would drive significant benefits for travelers and allow DFW Airport to better compete with global gateways that already enjoy this type of intermodal connectivity.

The addition of high-speed train service in this region will give travelers yet another convenient and speedy way to connect to DFW Airport. Increasing connectivity within our region and between our region and the world will promote trade and investment and drive benefit for the traveling public. DFW Airport supports high speed rail and encourages the U.S. government to implement policies and regulations that facilitate the development of these services in our region.

Regards,

A handwritten signature in black ink, appearing to read "Sean Donohue", with a long horizontal line extending to the right.

Sean Donohue

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 8th day of October 2019, 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 paid.

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

Kathryn Kusske Floyd