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May 31, 2016

ENTERED
Office of Proceedings
May 31, 2016
Part of
Public Record

Rachel D. Campbell
 Director, Office of Proceedings
 Surface Transportation Board
 395 E Street, SW
 Washington, DC 20423

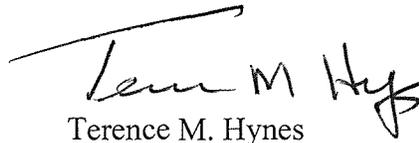
Re: STB Docket No. 36025: Texas Central R.R. & Infrastructure Inc. & Texas Central R.R, LLC – Petition for Exemption – Passenger Rail Line Between Dallas, TX and Houston, TX

Dear Ms. Campbell:

On behalf of Texas Central Railroad & Infrastructure Inc. and Texas Central Railroad, LLC (“Texas Central”), I am writing to request that the attached letters be entered into the public docket in the above-captioned proceeding. Texas Central understands that these letters have previously been submitted to the Board members as correspondence, but to date they have not been included in the public record.

Texas Central has received permission from the authors of each of the three attached letters to file them in the docket. Texas Central will serve copies of the letters on all parties of record in this proceeding.

Sincerely yours,


 Terence M. Hynes

TMH:aat

Enclosures

cc: Parties of Record

TEXAS HOUSE OF REPRESENTATIVES



May 19, 2016

GENE WU
DISTRICT 137

Chairman Daniel R. Elliott III
Vice Chairman Deb Miller
Member Ann D. Begeman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Re: Finance Docket No. 36025

Dear Chairman Elliott and Surface Transportation Board Members:

I am writing to express my strong support for the proposed high-speed rail project that would connect Texas' two major population centers, North Texas and Houston.

A private, Texas-based company, Texas Central has already invested millions of dollars towards bringing a long overdue high-speed rail option to our part of the country. As Texas continues to experience rapid population growth, we in the state Legislature are tasked with helping to ensure that sufficient resources are available to meet the infrastructure needs of our growing state. Since the high-speed train project is privately-developed and would not draw from these scarce state resources, I support its development as an important part of our state's multimodal transportation network. And because this system would connect two large and growing metro areas that are not currently served by passenger rail, this high-speed train project is of great significance to Texas and also to the interstate passenger rail network.

It is my hope that the STB's involvement in this project will foster ingenuity and private sector involvement in the transportation sector and lead to future projects that connect our state and spur economic development.

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 so Texas and the nation can move forward.

Sincerely,

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

Gene Wu
State Representative, District 137





Transportation Advocacy Group

May 19, 2016

1160 Dairy Ashford
Suite 500
Houston, Texas 77079
832 459 5116

Chairman Daniel R. Elliott III
Vice Chairman Deb Miller
Member Ann D. Begeman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Re: Finance Docket No. 36025

Dear Chairman Elliott and Surface Transportation Board Members:

On behalf of the Transportation Advocacy Group – Houston Region (TAG), an organization comprised of more than 150 individuals, representing scores of local businesses, nonprofits and special purpose districts who have united to ensure adequate funding of Houston's transportation infrastructure, I am pleased to endorse and do fully support the proposed high-speed rail project that will connect Houston to North Texas in less than 90 minutes.

The need for more alternatives for travel between North Texas and Houston is a growing concern in the business community. Estimates show the automobile travel time between the two economic powerhouses will increase to over 6.5 hours in the next 20 years. 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 Houston and North Texas.

Among the many reasons we support this project:

- A Texan-led, Texas-based private company employing a market-led approach is developing this project.
- It is projected to generate a direct economic impact of \$36 billion to local and state economies over the next 25 years.
- The state and taxing entities along the proposed route would receive an estimated \$2.5 billion in taxes over 25 years from Texas Central because of the new infrastructure, including three new passenger stations and other facilities.
- This project will create an estimated 40,000 jobs over the four-year peak construction period, plus 1,000 permanent highly skilled jobs to support the railroad's operations when it is in full service.
- The technology being deployed is the world's safest high-speed rail technology – the N700-I total bullet system, which boasts a flawless 50-year safety history in Japan.

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.

This project is good for Texas and 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 so Texas and the nation can move forward.

Advisory Council
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Craig Doyal
Wayne Klotz
Gary Montgomery
Gary Trietsch
George DeMontrond, III

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Delia Mizwa
Gary Montgomery
Gregg Reyes
Theresa Rodriguez
Mustafa Tameez

Executive Director
Andrea French

Sincerely,

A handwritten signature in black ink that reads "Jack". The letters are cursive and fluid, with a long tail on the "k".

Jack Drake
Chairman
TAG-Houston Region

A handwritten signature in black ink that reads "Jeff P. Collins". The signature is written in a cursive style with distinct loops and a clear "P" and "Collins".

Jeff Collins
Vice Chairman
TAG- Houston Region

May 19, 2016

Chairman Daniel R. Elliott III
Vice Chairman Deb Miller
Member Ann D. Begeman
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Re: Finance Docket No. 36025

Dear Chairman Elliott and Surface Transportation Board Members:

I am writing to express my strong support for the proposed high-speed rail project that would connect Texas' two major population centers, North Texas and Houston.

This project connects the Federal Railroad Administration (FRA) designated South Central High-Speed Rail (HSR) Corridor with the FRA designated Gulf Coast HSR Corridor. This provides an opportunity for a rail connection from New Orleans through Houston to Dallas and North Texas transferring from the current Amtrak service and with high-speed rail as the Gulf Coast HSR Corridor is developed. This system will connect two large and growing metro areas that are not currently served by passenger rail making this high-speed train project of great significance to the interstate passenger rail network.

A private, Texas-based company, Texas Central has already invested millions of dollars towards bringing a high-speed rail option to America. As Louisiana continue our post Katrina renaissance, we are tasked with helping to ensure that sufficient resources are available to meet the infrastructure needs of our growing community. Privately developed high-speed rail will not draw from scarce public resources. I support its development as an important part of our nation's multimodal transportation network.

It is my hope that the STB's involvement in this project will foster ingenuity and private sector involvement in the transportation sector, but also protect the interests of taxpayers and the traveling public.

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 so the nation can move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Edmund McIlhenny". The signature is fluid and cursive, written over a white background.

Edmund McIlhenny